

RT Volume 39, No. 3 Fall 2017 article text

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Cover Comment: *Ron Britt of Mustang, Oklahoma, created a fabulous 1:12 scale Walter Wolf Racing 1977 WR1 F1 racer and won the IPMS Canada 'Best Canadian Subject' award at the 2017 IPMS/USA National Convention. Ron's model features many aftermarket parts, and we are hoping to feature the build as an article in a future RT. See page 5 for more on The Nats.*

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Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

The Nats!

The IPMS/USA 2017 National Convention ('the Nats') in Omaha is now a happy memory. The vendors were great, the models in the contest room were great, but absolutely the best part of all for me was reconnecting with old friends in person and meeting new people during the show.

I flew to Omaha with a couple of good buddies from Ottawa, and I bunked at the hotel with another good friend from Ottawa. After that I saw them occasionally once we hit the ground at the Nats. I was usually walking about the convention on my own, but regularly bumping into old friends and acquaintances from 'not Ottawa', and meeting new people, having a gab with them, maybe sharing a pint, and then moving on to the next encounter. It was an awesome use of my time, although I think I spent more of it talking and less of it tracking down and buying products in the vendors' areas. I still picked up a modest share of vendor items on offer; domestically, this pleased Mrs. **RT** Editor, but I think the vendors would have a different view of this practice. And those guys from Ottawa? - heck, I can see them the rest of the year without having to fly somewhere to do it, so no offence was intended or, I hope, taken.

Tired and talked out by the time I headed to the Omaha airport on Sunday, I still found myself chatting with Ron Bell, President of IPMS/USA, while we were waiting for our respective flights home. Working my way down the aisle on my flight I then bumped into Gerry Brennan, a friend I hadn't seen in many years before this Nats; we got off the plane in Detroit and found a licensed restaurant to sate our hunger and slake our thirst with a few more traditional beverages, before going our separate ways to find our last flights home. What a great way to spend four hobby days!

I certainly enjoy maintaining online hobby friendships; they are definitely are good thing, especially when long distances are involved. Nonetheless they can't match the camaraderie of meeting fellow modellers in person. If you have any options in your geographic area, I urge you to get out to a local hobby shop, join a real-world model club, go to a contest, and even make a pilgrimage to the Nats. You won't regret it!

Canadian Nats?

Once again this year at the US Nats I was approached by various folks posing the age-old question - "When is the next IPMS Canada National Convention?"

Sadly, there is no easy answer to that one. We had a good three (or was it four?) day go of it here in Ottawa in 1992, but that was 25 years ago, folks. We in IPMS Canada, both as individuals and as clubs, were younger people, and probably with more energy than many of us have today. I see clubs putting on great one-day model contests, but going to a longer multi-day event becomes exponentially more complicated and demanding on the group that is hosting and running it.

Compounding that is the drop in membership numbers we have experienced since 1992 - back then we were running at 700 or so national members, vice the current level of just about 500 (and climbing, albeit slowly). It would be great to have another IPMS Canada national convention, but any group considering it needs to go into the planning with their eyes wide open.

How long would you like it to be, Mr. Editor?

A few members also approached me in Omaha to ask about what I needed for future **RT** articles. I suppose that some readers are seeing very long or very involved pieces and feel a bit intimidated by the challenge. I always reply that I can use articles of all types and of all lengths. One- or two-pagers are welcome and can really help 'bookend' the longer articles, and this always helps me balance out the variety in **RT**'s content. Get in contact with me if you have any questions or ideas to bounce off me, and please visit ipmscanada.com/ipms/ipmsinvolved.html for details.

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National Director

Bob Migliardi, C#0490 box626@ipmscanada.com

Well, everyone is back from the IPMS/USA national convention now, and hearing some of the stories got me thinking. The main event at this, and smaller local events, is the big model contest. This is great, because everyone gets to enter and show off their builds. However, in some circumstances – especially with newer modellers – it can create a perception that there is a 'winner', and then there are the 'losers'. Of course anyone looking at a model contest like this is taking it way too seriously. This is not the Stanley Cup finals played by athletes with big contracts on the line. For goodness sake, it's a model contest! Not winning a first-place award doesn't reflect on anyone as a human being. Unfortunately, though, there are always some "trophy hunters" out there who will use the opportunity to condemn all the other models as sub-standard, and the builders and judges as know-nothings, and even blame IPMS when they don't win. Better these people stay away.

Personally, I like the IPMS (UK) Nationals system. The contest itself is relatively small compared to a US Nats. However, there are thousands of models to see in the exhibition halls where the local chapters and Special Interest Groups set up their displays. Several years ago, when IPMS Canada participated, our table in the International Branch area was right between IPMS France and IPMS Serbia, each with a fine display of models. Some of you are probably wondering how we flew a table-full of models to the UK! Well, we didn't... our good friends at the IPMS Farnborough chapter provided us with a group of Canadian subject models to use in the display. And that's the whole point... the models were on display. People would look at them, and ask questions, and talk about them, and enjoy them. None may have been national award-winning quality, but it didn't matter. People liked seeing them and we liked showing them. There was no, "will I win anything?" angst or feelings of inferiority should they be overlooked on the contest table. You could spend all day strolling around the three large exhibition halls just looking at great models on display.

Now I'm not saying that North American events should emulate the UK method. Each has evolved over many years into something which obviously suits the attending members well. But perhaps we should think about encouraging more models on display at these events, to go along with the models that are in the contest. If nothing else, this should appeal to those members of the general public who may come to check out the show. Someone showing an incipient interest in the hobby would probably be more comfortable with a display of models – of all degrees of quality – rather than a contest where they think they might be out of their depth. This isn't a cutthroat competitive hobby, is it? Let's hear your thoughts on the contest-vs-display approach.

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Chapter & Member Liaison

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One evening after an amazing day at the recent IPMS USA Nationals held in Omaha, a few of us were sitting around a table enjoying a cold beverage. One topic of conversation was how we, model builders, were aging. A quick look around the lounge (filled with thirsty modellers...) confirmed that the hobby's median age was indeed 'up there'.

The discussion looked at how we could entice the younger generations into our hobby, such as marketing and promotion. These ideas are okay, but these have limited reach. As a matter of interest, IPMS Canada recently made the decision to limit spending and energy on programs to entice the younger generations into the hobby. This decision was made, as past results were, to be frank, disappointing. For your information, our results are not unique as other national branches have run similar programs and all have met with very limited success.

Now for some, this may be worrisome as there is genuine concern for the overall health and longevity of the hobby. I too want the hobby to stay strong and go on forever, but to be honest, I am not going to fret over it. Why you say? Well, my selfish side thinks 'I don't care', as I have a room full of kits and supplies and, realistically, I am not going to live forever.

However, the stronger, more philosophical side of me thinks that we are experiencing an adjustment, much like society itself, as we progress further into the 21st century. Recently I have been reading up on how the work place will change as we progress into the 21st century and how this will impact society. In broad terms, all of the articles predict that people will be working less and technology will play a larger role. In conjunction with this is a common theme that sees people having more leisure time. And this, in my opinion, is where hobbies in general, and model building specifically, will see an upward swing in popularity.

Of course this is all conjecture on my part and it's what happens when I start thinking too much.

NOTE: Not all of us are over the hill. There are modellers out there who are 'younger' and they are building incredible models, having fun with the hobby.

So keep the desire burning bright, boys and girls! We are going to be just fine.

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IPMS/USA 2017 National Convention

Text by Steve Sauvé.

Photos as credited

The IPMS/USA 2017 National Convention took place in Omaha, Nebraska at the La Vista Conference Center. This is the second time that the Fort Crook Chapter of IPMS/USA and volunteers from other chapters ran the Nats out of this facility so it was a very well-run event. The two hotels attached to the conference center housed many of the attendees with a good number of overflow hotels very near the Nats location.

Although the Canadian content entry numbers were down from previous years, we still found a total of 19 entries that qualified for the award. Our crack all-volunteer judging team went through them and eventually selected Ron Britt's spectacular 1:12 scale Wolf WR1 1977 Formula 1 racer as the most deserving model to receive the coveted IPMS Canada 'Best Canadian Subject' award.

Next year, in 2018, the IPMS/USA Nats will be held in Phoenix AZ; for 2019 it will be in Chattanooga TN. We hope to see you there!

Sincere thanks go to the following members who participated in the selection of the IPMS Canada Best Canadian Subject Award

Recce Party - **Tony Edmunson**, Comox BC; **Mark Heyendal**, Ottawa ON; **Al Magnus**, Regina SK; **Janyce Roy**, Iroquois ON, **Michael Roy**, Iroquois ON.

Photography - **David Knights**, Louisville KY; **Lindy Woody**, Lebanon OR

Judging Team - **Jim Bates**, Seattle WA; **Gerry Brennan**, Toronto ON; **Harold Homuth**, Winnipeg MB; **Wayne Holmes**, Nelson BC; **Steven Macey**, Hudson WI; **Duncan MacIntosh**, London ON; **Kerry Traynor**, London ON; **Warwick Wright**, Richmond BC.

IPMS/USA 2017 National Convention

Best Canadian Subject Award Entries

AIRCRAFT - 1:72 & SMALLER

Scale	Description	Builder and location
1:144	Air Canada DC-8	Janyce Roy, Iroquois ON
1:144	CC-109 Cosmopolitan	Janyce Roy, Iroquois ON

1:96	TCA Viscount	Janyce Roy, Iroquois ON
1:72	C-45 Expeditor	Michael Roy, Iroquois ON
1:72	CH-113 Labrador	Janyce Roy, Iroquois ON
1:72	H-5 helicopter	Michael Roy, Iroquois ON
1:72	Hurricane Mk.IIb	Rob Booth, Ingram TX
1:72	Mosquito racer	Carl Knable, Wheaton IL
1:72	P-51D Mustang	Steven Macey, Hudson WI
1:72	CE-144 Challenger	Pat Sidey, Oxford OH

AIRCRAFT - 1:48 & LARGER

1:48	CT 133 'T-Bird'	Rob Booth, Ingram TX
1:32	Spitfire Mk.VIII	Mark Heyendal, Ottawa ON
1:32	Mosquito Mk.VI	Jeff Cadenhead, Wichita KS

AUTOMOTIVE

1:12	Wolf WR1 F1 racer	Ron Britt, Mustang OK
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MILITARY VEHICLES

1:72	M151 MUTT	William Alcott, Toronto ON
1:35	M113 ADATS	Mark Glidden, Ladera Ranch CA
1:35	Leopard 2A6 Cdn	Danny Norman, Colorado Springs CO
1:35	LAV III Kodiak	Joseph Koenig, Virginia Beach VA
1:35	T17E2 Staghound	Erik Zabel, St. Paul MN

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1/144 COD - Fox One's

C-2A Greyhound

by Frank Cuden
IPMS Canada C3476
IPMS/USA 4311
IPMS (UK) X55047
Albert Lea, MN, USA

Introduction

Every once in awhile the modelling gods seem to grant a modeller's wish for a particular kit and, in this case, they provided me with two 1/144 scale kits of an aircraft I've long had an affinity for, and that I have wanted to build. That would be the Grumman C-2 Greyhound Carrier On-board Delivery aircraft (COD), a universal hauler of people and supplies for the US Navy. Although perhaps appearing ungainly to some, for some reason I see beauty in the plane that was derived from the E-2 Hawkeye tactical airborne early warning (AEW) aircraft.

The Procurement...

Good fortune smiled on me when a modelling friend sold both the 1/144 OzMods and Fox One resin kits of that airplane to me. He wasn't going to build them so with a good price arrived at I purchased them and began the builds. Subsequently Hobby Boss issued the Greyhound in 1/72 scale but with limited showcase space, I opted for the smaller kits.

Construction

As **Fig. 1** shows, a complete interior is offered in the Fox One kit along with the folded wings option, both of which I decided to omit from the build. I wanted a Greyhound in my collection and given the almost five-inch wingspan of the model, not much could be seen of the interior, and the folded wing option would pretty much hide the fuselage. A clear piece is provided so the windows could be masked when painting the fuselage, however, given the scale and small size of the model, I elected to use black decal to depict them. I buttoned up everything and **Fig. 2** shows the basic kit parts along with the completed basic airframe. Referring to the instructions and photos saved me from gluing the vertical tail planes on upside down as I almost did. Some of the panel lines were rather deep and crude so I sanded everything down a bit in an attempt to reduce the depth of them and to also refine the depressions themselves. The OzMods kit offers the fuselage in clear plastic, however I chose the Fox One grey resin fuselage instead. As offered in the kit, the propeller blades are misshapen and would need some work. **Fig. 3** shows more of the kit with the one-piece main landing gear and tire parts connected. I replaced them with items from the Revell E-2C kit because the tires were separate from the struts. They are shown in front of the model along with the Fox One examples. It was easy to adapt the Revell replacements to the kit. Using references obtained from the Internet, I refined the props with sandpaper to more adequately represent those seen on the real aircraft.

Painting

The build went rather well with the usual filling and sanding taking up time and in **Fig. 4** the model has received a coat of Testors Model Master Light Gull Gray on the upper surfaces. Two small anchor points (to support the folded wings) were added to the forward fins where they meet the horizontal stabilizers. I made them from white plastic rod, rounding one end and then slicing them to the correct length and gluing them in place. The antennae on top of the forward fuselage were scratch built but would later be changed to more accurately reflect the aircraft I was modelling.

Checking Internet references further, I found that my choice of schemes had a wavy paint separation line low on the fuselage and in **Fig. 5** the end result came out well. In 1/144 scale I 'cheated' a bit and didn't do a soft camouflage line. For masking I used thin strips of electrical tape as it conformed to the shape I wanted without having to deal with kinks as sometimes happens with masking tape in tight curved masking situations. The electrical tape is quite 'stretchable'. On this particular aircraft, the engine nacelles were solid grey so that saved having to mask and spray white on their undersides.

With the basic scheme sprayed on the model, I've moved on quite a bit in **Fig. 6** with the de-icer boots masked and sprayed black, the inside of the vertical tails decaled, and the blue cheat line in place on the left side of the fuselage. While tail de-icer boots were included as decals, I elected to paint them on myself. The dark blue fuselage stripes provided in both kits were too narrow so I took some striping decal from my stash and applied each side in three sections which made it easier to achieve a straight line. Cockpit and 'eyebrow' windows came from XtraDecal's black striping sheet and they look the part which also made it easier than drilling out the windows and using Krystal Kleer to depict them. I also added penciled panel lines to the model. A light touch with a soft-lead artist's pencil goes a long way.

Yet another quantum leap has been achieved in **Fig. 7** with all detail painting accomplished and all decals applied.

A bit of backtracking...

Looking at **Figs. 4 and 7** there is a change in antenna configurations on the model. I had made and added the incorrect forward top fuselage antennae because I was referring to the wrong airplane and several different configurations are evident in all the reference photos I reviewed. I finally settled on what is visible in **Fig. 7** as being accurate for this particular aircraft. I used a compilation of decals from all three kits, however the upper wing and tail walkway decals from the Fox One kit were the most detailed and I used them. I found the two small "USS Kitty Hawk" titles on an AeroMaster A-3 Skywarrior decal sheet. The blue of the National Insignias on both the OzMods and Fox One kits were not correct and so, I came up with replacements from my decal bank. Also unfortunate were the Chartreuse lettering and serial numbers on the inside of the outer vertical tails however I did not have the properly-sized yellow replacements so I applied them as is. Micro Set and Solvaset worked well to pull the outside tail markings down around the raised rudder actuator fairings. Adequate aircraft and propeller stenciling, the prop warning stripe and rescue arrows were a nice touch in the Fox One kit and I used them all. The rather strange black outline shapes on the sides of the aft fuselage were evidently inspection and access panels for the rear cargo door and they add an interesting detail to the model. I painted the inner tail tips using Testors Model Master Blue Angels Blue (FS #15050), and I added the thin stripes using ScaleMaster blue striping. They were an exact match to the Testors paint. I sprayed the props using Floquil Engine Black (which is really a very dark grey shade) and followed that by hand-painting the hubs with Floquil Dark Gray. A hand-brushed coat of Future Floor Finish provided a glossy base for decal application, as the prop tip markings were provided as decals, offered in the OzMods kit. I also hand-painted the propeller leading edges using Testors Model Master Steel and then applied the complete blade stenciling, giving yet a more-detailed look to the model. The tires received a coat of Vallejo Black/Gray after the hubs were sprayed white. The wheel wells were masked and sprayed using Testors White enamel. Thin fishing line, blackened

with a permanent marking pen, served well as the antenna wire, and that can be seen in **Fig. 8**. A view of the underside is shown in **Fig. 9**. The fuel dump pipe is visible as is the wavy camouflage demarcation line. The smudges on the middle of the wings represent exhaust staining which came about when the engines were running on the ground/deck with the wings folded. Reference photos showed the black painted areas immediately behind the exhausts of the turboprop engines so I masked and sprayed those again, using Floquil Engine Black. I then added additional exhaust staining using black pastel powder. The rear cargo door is outlined with the correct shape, courtesy of the Fox One decal sheet, and I hand-painted the black stripes on the tail hook. As none of the kits came with in-scale landing gear doors, I scratchbuilt them using 0.010" plastic sheeting. Although not 100% accurate, they came close.

Conclusion

For size comparison, I took a photo with a tinlet of Humbrol paint next to the model, **Fig. 10**. In 1/144 scale, this is a small model. If small scale doesn't scare you, this is the way to go unless you have room in your showcase for the 1/72 scale version. Just be prepared to do some good old-fashioned modeling and keep your Opti-Visor handy.

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Go Figure!

By Barry Maddin
IPMS Canada C#6000
Truro NS

One of the most challenging aspects of armour modelling is figure painting. Most of us build and paint great models but struggle when it comes time to add a figure. I always like to add figures to my models to give the object some scale and add interest to the subject. As I also like to build dioramas, adding figures is a must.

Today there is a very large selection of figures available for almost any subject from a wide range of manufacturers. Working mostly in 1/35 scale there are lots of figure kits or stand alone figures to choose from. Additionally separate heads and hands are available to modify kit figures and providing a wider range of expressions and unique figures.

Figure painting is an art unto itself and in this article I will cover the method I use to make reasonable figures without being a figure artist. Figure painters will debate the virtues of using oil paint or acrylics for figure painting however I prefer to use oils for the flesh tones and acrylics for the rest.

The Subjects

I was asked to do two figures for a friend and I had two of my own that I wanted to paint up for an entry in a competition. My friend provided me with the Mk35 figure # F195 - Man with Hand on Head, which I will refer to as 'The Worker' and # F120 as 'The Grocer'. My figures were from the D-Day line # 35035 WW I British Tank Corps Staff Officer and # 35022 WW I British Tank Corps Sergeant. These resin figures are well defined and require very little cleanup other than removing the pour plugs and cleaning up a small amount of flash. The D-Day figures had crisper details and the arms and heads fit with no need of filler. The Mk35 figures were a little softer in detail and The Worker's arms needed a little filler at the shoulder joint (**Fig. 1**). With The Grocer I broke the broom handle at the broom head while cleaning it up. I drilled out the handle and broom head and inserted a brass pin to strengthen the joint when I glued the head back in place. The broom comes with the figure's hands attached, and with a little fiddling I got the hands glued into place without distorting the broom handle (**Fig. 2**). The Staff Officer comes with a walking cane which is very delicate (**Fig. 3**) and the Sergeant has his service tunic draped over one shoulder by two fingers, which I kept separate for ease of painting (**Fig. 4**). I left the heads off except for The Worker's to facilitate painting the finer details around their collars.

Painting Flesh Tones

Often with styrene plastic figures I will prime the figure with Krylon White spray paint; however with resin figures I usually just give them a good scrubbing with an old toothbrush and hand soap. I then paint the flesh areas with a base coat of Vallejo 815 Basic Skin Tone (**Fig. 5 & 6**). I use Winsor & Newton oil paints for the flesh tones and start by covering the flesh areas with # 3 Burnt Umber (**Fig. 7**). I then wipe off the excess brushing with upward strokes cleaning off the brush after each swipe on a paper towel. Using Kleenex to clean the brush will result in small fibres on the paint brush which will get stuck on the figures, something you will want to avoid. I remove almost all the Burnt Umber leaving the recesses darker than the flat surfaces (**Fig. 8**). Using # 44 Yellow Ochre I then apply very small dabs of paint to the flat surfaces and constantly wiping off

the brush I blend the Yellow Ochre over the raised areas softening the tone and still leaving the Burnt Umber in the recesses (**Fig. 9**). Then using # 20 Flesh Tint I apply even smaller dabs of Flesh Tone to the flat surfaces and blend it in which adds a warm tone to the skin. I will vary the amount of Flesh Tone depending on how pink I want the flesh to appear (**Fig. 10**).

I then apply # 40 Titanium White to the various highlights such as the cheek bones, chin or jaw lines and on the hands the knuckles and palms are lightened with the white. The white is carefully blended to lighten the colour tone on the high points. Next I painted the hair and moustaches with Vallejo paint (**Fig. 11 & 12**). While this is great for Caucasian features, Oriental and Black flesh tones utilize a different approach. With the Oriental tones I use Raw Sienna in place of the Yellow Ochre, which renders a golden tone to the flesh areas. I then apply the white to highlight the prominent features. For Black skin tones I substitute the Yellow Ochre with Burnt Sienna and apply the flesh tone to areas like the palm of the hands. You can blend in very small amounts of white to vary the skin tone on the highlights. The key to success is practice and I hope I am getting better with each figure I do.

Painting the Figures

With the flesh tones done I turned to painting the rest of the figures. Years ago I used Humbrol enamel paints for figures but with the introduction of acrylics I gave them a try and found Vallejo acrylics and their off shoot military series Panzer Aces the best available, for me anyway. I now use them exclusively and what I really like about Vallejo acrylics is their pigment is very finely ground leaving no brush marks on the surfaces being painted. Additionally being able to thin it with water enables you to apply very thin translucent coats letting you build up multiple coats until you achieve the depth of colour you desire. I work from the inside of the figure to the outside and paint the belts and straps before the surrounding clothing.

The Grocer and Worker have scarves around their necks and I painted The Grocer's 957 Flat Red with his trousers and cap painted 983 Flat Brown with the highlights painted 842 Mahogany Brown and his boots done in 871 Leather Brown with the highlights painted 940 Saddle Brown. The Worker's scarf was painted 978 Dark Yellow and his boots were done the same as The Grocer's (**Fig. 13 & 14**).

The Grocer's scarf was highlighted in 993 White Gray and his apron was done in 809 Royal Blue and highlighted in 841 Andrea Blue, giving the apron a denim look. His shirt was then painted in 893 US Dark Green. I painted the broom handle 872 Chocolate Brown and the bristles 977 Desert Yellow (**Fig. 15**). I then highlighted The Grocer's shirt with 967 Olive Green and painted the cords on the broom bristles 843 Cork Brown and highlighted the bristles with 976 Buff. I then glued his head in place (**Fig. 16**).

The Worker had his jacket painted 872 Chocolate Brown and highlighted with 873 US Field Drab. His trousers were painted 888 Olive Gray and highlighted with 850 Medium Olive (**Fig. 17**).

I painted The Worker's hat with 843 Cork Brown highlighted with 976 Buff and the hose in his hand with 862 Black Gray and washed with 950 Black (**Fig. 18**).

I was not overly familiar with the uniforms worn by the Royal Tank Corps in the First World War so I jumped on my 'surf board' and got on the net. With enough digging you can get info on anything; for instance the clothing shortages the British Army faced during the Great War. Officers were not issued greatcoats like the enlisted men but bought their overcoats from tailors throughout England. Generally the colour ranged from khaki brown to tan. They became known as trench coats and provided a waterproof coat with large internal pockets for the Officers at the front and behind the lines. When the Royal Tank Corps was formed the crewmen were provided with a coverall to wear over their regular uniform. The first series of coveralls were a blue denim article but as time went on they were replaced by coveralls in a khaki colour. Many crews wore their uniform tunic over the coverall in colder weather. With the D-Day figures the Officer wears a trench coat and the Sergeant is dressed in coveralls.

The Officer had his shirt and tie painted Panzer Aces 317 British Tanker with the highlights painted 873 US Field Drab. Then his leather boots, Sam Brown belt and hat chin strap were done in 871 Leather Brown with the highlights painted 940 Saddle Brown. His cane was painted with 872 Chocolate Brown and the lining of the trench coat was done with 978 Dark Yellow (**Fig. 19**). I then painted his arm band 888 Olive Gray and 957 Flat Red and the striped pattern on the coat lining with 888 Olive Gray and 976 Buff followed by his uniform tunic and hat painted in 921 English Uniform (**Fig. 20**). His trousers were then painted 988 Khaki with the highlights painted 976 Buff and his tunic was highlighted with 879 Green Brown with the buttons picked out with 801 Brass. His trench coat was painted 847 Dark Sand with the highlights done with 976 Buff (**Fig. 21**).

I then picked out the buttons and buckles on the trench coat with 801 Brass and detailed the silver band on his cane with 997 Silver and the Tank insignia on the armband with 993 White Gray. I painted the band on his hat with 957 Flat Red and picked out the hat band buttons and hat badge with 801 Brass and then glued his head in place (**Fig. 22 & 23**).

Like the Officer, the Sergeant's shirt and tie was painted Panzer Aces 317 British Tanker with the highlights painted 873 US Field Drab. His leather boots, pistol belt and hat chin strap were painted in 871 Leather Brown with the highlights done with 940 Saddle Brown (**Fig. 24**). His coveralls were then painted 880 Khaki Gray (**Fig. 25**) and were highlighted with 988 Khaki with the snaps and snake buckle on his belt picked out with 801 Brass (**Fig. 26**). The uniform tunic is a separate piece and has raised stripes moulded on the sleeves, however for some reason they were corporal stripes so I shaved them off and painted the tunic with 921 English Uniform and highlighted it with 879 Green Brown and picked out the buttons with 801 Brass. Using a set of Sergeant stripes from Archer Dry Transfers item # FG 35020 British Rank Insignia I transferred the dry transfers to Archer's wet medium paper and applied the stripes as you would any wet decal. I picked out the Tank Corps insignia with 993 White Gray and glued the tunic in place. I painted his hat the same as his tunic, picked out the hat band buttons and hat badge with 801 Brass and then glued the head in place. I had discovered that NCO's wore black boots so I repainted his boots with 862 Black Gray (**Fig. 27 & 28**). I didn't weather any of the figures as they will be set in scenic settings and get weathered at that time. I finished all the figures with a coat of Testors Dull Cote. However I seem to have gotten a number of very fine filaments on the figures and I think it might be from the Dull Cote which may be past its prime. I was able to remove almost all of them but some still show up when I enlarge my pictures. I can't distinguish them with my naked eye even under my big magnifier but they still show in the pictures. 'C'est Le Guerre'.

Conclusion

Adding figures to your models and dioramas gives scale and adds interest to your work. With a little practice you can produce reasonable figures without being a figure artist although with enough practice you might just become one. As you may have noticed I don't do eyes in 1/35 scale. It simplifies the process and in most cases it is not necessary. In 1/35 scale the eyes would not be noticeable at any distance and personnel working outside don't generally have their eyes wide open but tend to squint in the daylight. Unless you are painting Marty Feldman, dark recesses where the eyes are usually works well, for me at least. So pick up some cheap figures, get out the oil paint and have fun.

References

- ◇ Patriotfiles.com
- ◇ Historyextra.com

About the author:

Barry retired from the CF in 2009 after a 37-year career as a Navy Stoker, an Army Vehicle Technician, and finally as an Army EME officer. In 2009 he and his wife moved to Truro NS from Ottawa where they built their retirement home, including a hobby workshop, which is strictly off limits to the cats. Barry started building models before he could spell 'plastic' and currently builds mostly 1:35 WW II armour and military vehicles, although he does dabble in other areas. He is a member of AMPS and has been a member of IPMS Canada since 2000.

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OPERATION SCUPPERED Building HMCS U-190 - an RCN Type IX U-Boat

by Ian Moore
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Halifax, Nova Scotia

Revell recently released a 1/72 U-Boat Type IX C (U-505-Late), kit 0389. With some effort this can be built as a Royal Canadian Navy U-Boat. The story of the RCN's U-Boats is well told in "*The Canadian Submarine Service in Review*", by J. David Perkins, published by Vanwell in 2000.

My uncle had been the executive officer of the HMCS Inch Arran, a frigate which escorted U-889 to Shelburne, Nova Scotia, after her surrender at war's end. U-889 was a standard Type IXC and could be built straight from the box with the addition of the schnorkel mast and, as described later in this article, for U-190. U-889 was later turned over to the USN in January 1946 and was sunk as a target in late 1947.

Page 117 of Perkins' book tells the brief story of U-889 and U-190. Both were type IXC's and were transatlantic boats that had been among those to roam the east coast of Canada and the USA during the war. U-190 was the boat that lurked off the Halifax approaches in April 1945 and sank the Bangor-class minesweeper HMCS Esquimalt (*Editor's note - an article on the HMCS Esquimalt was published in RT Vol.38, No.2*). The story is also related in Chapter 64 of **The Canadian Naval Chronicles 39-45**, by **Fraser McKee and Robert Darlington**. Additional information is mentioned in "**The Blue Water Navy**" published by Vanwell. It is Volume II of the official operational history of the RCN compiled by Douglas, Sarty and Whitby.

Both U-190 and U-889 surrendered at war's end in mid-May 1945 off Nova Scotia and Newfoundland respectively. Several months later in Halifax they were commissioned into the RCN to be used for trials. U-889 was passed to the USN six months later. U-190 was repainted in RCN Grey and manned by a mix of RN and RCN reservists and submariners. She did a postwar tour of ports as far as Montreal.

There is a picture of HMCS U-190 during "Operation Scuppered" in Perkins' book. This was the code name for the disposal of Canada's only remaining Type IX U-Boat when the RCN sunk her on Trafalgar Day, 13 October 1947.

The book picture and its enlargement, found on an internet search, indicated that the Navy did not want to miss its target and had repainted the U-Boat in bright yellow sides and tower with bright red stripes on the waterline and deck casing. This aided the first aircraft rocket salvo to hit, and she sank almost before the ships that were join in the attack had a chance to do so. Ironically she sank very close to the remains of HMCS Esquimalt and within five miles of Chebucto head and approaches to Halifax.

The Revell Kit

The Revell kit in 1/72 scale is large. Regrettably, to model U-190 some changes are necessary. When I previously built my Type VII U-Boat kit, I spent considerable effort in opening up all the limber holes, as well as the deck gratings, adding extensive photoetch grates, brass rails, etc. With the Type IX, I was not nearly as anxious to spend the time on these same changes. Some may wish to open the limber holes and deck grating but for my purposes black paint and washes achieved enough accent to be acceptable.

The Changes Needed

The kit changes needed are listed here in order of magnitude:

1. The 37 mm guns. U-190 had a twin-barrelled 37 mm antiaircraft gun on the lower AA platform. Fortunately the kit provides a second gun. (see drawing at right for details)

However both the 37 mm gun mount, part 37/38, and the 37 mm gunshield, part 113, must be split vertically in the middle and have a 2 mm spacer added before mounting the twinned guns on the widened mount and the barrels through the gun shield apertures. (**Fig. 1**)

2. Conning tower aft hatch. U-190 had a large circular watertight hatch presumably for rafts or other equipment. This hatch protruded from the aft end of the control tower at the lower right end of the tower at the main deck level. (starboard side)

A 2 cm piece of 1.5 cm Plastruct tube was used, upon which a spare rounded hatchcover was glued. (*I used a repurposed M113 APC driver's hatch sourced from the spares box*)

The back end of the tube was cut at a 45-degree angle and then sanded and filed until the inboard end opposite the hatch cover faired in to the convex shape of the after control tower wall. The hatch should not protrude further than the vertical line down from the conning tower railing above it.

A suitable spring hinge is added to the after side and an opening hand wheel on the hatch centre.

3. Schnorkel. (Fig. 2) Both U-190 and U-889 had Schnorkels. The kit does not include one. These were used on most late-war boats. As it was not possible nor prudent to spend a lot of time on the surface in areas where the Allies had air superiority - particularly along coastal North America, a method to provide air to the main engine while submerged was needed.

Even though I did not have accurate measurements there are plenty of online photos of U-190 showing her schnorkel layout. It is one of the reasons she was retained for trials by the RCN. Here are a few construction notes for the schnorkel:

a. The schnorkel well – I began by cutting the deck and removing a 10 cm by 1 cm piece from the starboard (right) side of the deck edge immediately forward of the conning tower. The aft end of the cut should be right at the point where the tower front wall becomes parallel with the ships side. (above the narrow limber hole) (**Fig. 3 and 4**)

- b.** The inner edge of the cut should be along the raised strip on the deck coaming 1 cm inboard from the deck edge.
- c.** Build a box structure to fit against the inside of the hull. It should be the same size as the above deck cutout 10 cm by 1 cm and should be 1.5 cm deep. You will need an inner wall, two end squares and a bottom to the box. Affix this to the inside of the hull below the deck cutout area.
- d.** Line both sides of the schnorkel well box with 2 mm by 1 mm reinforcement strips vertically from the deck to the bottom of the box, These should be spaced at 1 cm intervals on both sides of the well box.
- e.** Cut a piece of 0.5 cm U-shaped Evergreen styrene beam 9 cm long and affix it to the bottom of the schnorkel well, This is for the lowered schnorkel to rest upon when the boat was on the surface
- f.** The schnorkel mast was an airfoil streamlined shape. I used a piece of 0.5 cm brass tubing from the RC aircraft shop section that was ovoid, or airfoil-shaped. The bottom end was attached to a circular base that allowed the entire mast to be rotated 90 degrees from vertical to horizontal. The mast base was placed at the rear of the well box.
- g.** The schnorkel itself was scratchbuilt from pictures, and it was attached to the top of the hollow mast. There were two vertical posts with a circular vent cap on top of the forward one; the after post had an inverted semi-hemispherical bowl with a float ball below was directly behind the forward post and attached to it. The entire schnorkel was wrapped in a rubberized mesh screen which presumably reduced detection by radar. I wrapped my schnorkel top in plastic mesh screen after the photo was taken.
- h.** The intake tube – This is the vent tubing that connected the schnorkel mast to the engine room. A piece of 5 mm plastruct hollow tubing was cut 9 cm long. The back end was heated and bent approx. 70 degrees inward and the end trimmed to match the contour of the after end of the upper island a short piece of the lower rail removed for it to pass. The mid-section of the tube runs along the side of the tower under the upper AA platform (similar to the placement of part 180). This part should be omitted.

There is a further bend in the tubing to have the vent run to the back of the schnorkel mast when it is vertical. The intake tube should be parallel with both the main deck and the side of the conning tower. It is just level with the lower side of the starboard navigation light. Two, 1 cm pieces of H-beam were placed between the intake tube and the tower to hold the tube in position.

The end of the tube had a large seal to join the fixed position intake tube to the back of the moveable schnorkel mast. There was a large football shaped fairing around the forward and sides of the schnorkel mast where the mast joined the intake tube seal on its back side.

- i.** mast support- Just below the above joint there was a V-shaped mast support brace. This maintained the mast in the vertical position when raised. The arms of the 'V' also kept the mast from moving from side-to-side. A small 6 x 3 mm piece of plasticard was bent around three sides of the mast. External bracing was added to strengthen the outsides. I added a 1 cm piece of H-beam to affix the inboard side to the brace to the conning tower wall.

4. CASING CUTDOWNS (Fig. 5 and 6) The bad news! Many Type IXC boats, including U-190, had the forward casing cut down above the forward pressure hull. This was a measure taken to allow the boats to dive faster due to the more streamlined shape and reduced water resistance of a narrower upper hull. The upper deck of the Type IX was initially quite wide initially to support the 105 mm deck gun. Late-war tactics changes lead to the gun's removal and the need to dive much more quickly as Allied airpower evolved to have a wider reach over the Atlantic.

- a.** With courage, cut the forward deck – note that you do wish to retain the centre walkway and deck coaming for a width of 2 cm.

For each side - The first cut is begun 18 cm from the bow angled 40 degrees inward to the centre for 2 cm inward.

For each side -The second cut is 39 cm from the bow at a 35-degree angle forward a length of 4 cm in.

For each side -The third cut is a straight 16 cm line between the two inner corners The forward end of the cut out is just aft of the internal hull bulkhead part 39.

- b.** With more courage, cut the hull sides. Cut from the corners of the missing deck from the upper deck edge down to the bottom of the limber holes. **NOTE - DO NOT CUT VERTICALLY**, cut at an angle approximately 40 degrees from the forward upper deck corner approximately 40 degrees down to the corner of the NEXT limber hole.

Similarly cut down from the after deck corner at a forward angle of 40 degrees to the limber hole corner forward.

Saw along the lower edge of the limber holes between the two cuts. Just above the protruding weld line along the hull length.

Save the cutout pieces of the side deck coaming with its upper portion of limber holes.

c. Add pressure hull - with the hull sides together fit a piece of 0.020" plasticard to cover the new opening from one side of the hull to the other for the entire length of the cutout with 5 cm overlap on each end. This should be rolled slightly to produce a mild camber from the middle to each side. The outside joins to the hull should be well glued and then sanded or beveled to a rounded corner edge.

d. Glue the entire deck in place on the hull from bow to stern

e. Round the external and internal corners of the forward deck cutouts as all corners were streamlined.

f. Using the piece of the hull side coaming previously removed, shorten them to approximately 16 cm in order that they may be refitted to fill the gap between the upper deck walkway and the lower pressure deck just installed. Install so that the lower edge of the side piece angles outward from the vertical about 1 mm more than the top deck edge.

Glue in place, fill any gaps in the hull between the limber holes

g. Using 0.010" plasticard cut oblong squares 2 cm by 3 cm for either side of the forward corners and cut 1.5 cm by 4 cm pieces for both of the after corners. Fit these squares in place to join the hull sides of the outer hull casing to the now narrower middle deck hull casing.

h. Use putty or filler to fill gaps and provide a contour to the corners. Note that both the inner and outer corners should be well rounded and that the bottom edges near the limber holes are angled outward from the upper deck edges.

Colour Scheme

HMCS U-190 - was apparently repainted in RCN grey at some point during her year of RCN service. This was probably 1-GP-12 Grey 1-6 later, under 1-GP-12c, called 501-106. It is similar to FS 26329 and was used by the RCN into the 1950's.

I am assuming that the lower hull would have remained Schiffsbodenfarbe III RAL 7016 (Humbrol 123) and the deck Schlickgrau-58 (a mix of Humbrol 78+31), as the deck was a treated surface with this mud-grey tar-like paint. The deck, however, was subject to both algae growth and routine wear and tear of the wood surfaces. Its colour migrated to a dark, worn-wood colour.

During RCN service U-190 had her pennant number painted in white on either side of the conning tower. She also retained her crest on either side of the after bridge which was a red eight-pointed star, outlined in white and had a yellow swastika in the centre. As an RCN ship in commission she wore the White Ensign.

For Operation Scuppered she was partially overpainted in yellow and red. The photo shows the entire hull above the limber holes was yellow, The conning tower vertical surfaces were yellow. For identity purposes I left her pennant number and crest visible.

The red was painted over the pressure hull from the limber holes to the waterline (she was lightened of much equipment). Wide red stripes were painted along the entire centreline of the deck length from bow to stern- including the tower gun decks. There were supplemental red stripes along either side of the tower (25 cm) from the forward tower edge to mid deck above the exhausts. (**Fig. 7**)

As karma - U-190 was sunk by the RCN close to the site where she had sunk HMCS Esquimalt a year and a half earlier. Her position is known and is within five miles of Chebucto Head off Halifax.

Conclusion

It is only to be wondered and regretted what a potential attraction she could have been if retained somehow until the HMCS Sackville memorial was established. HMCS U-190 as a fitting counterpoint to Canada's last corvette.

Resources & References

- ◆ *The Canadian Naval Chronicles 39-45*, by Fraser McKee and Robert Darlington.
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- ◆ webberswarships.ca/styled-25/index.html

About the author:

Ian Moore has been a member of IPMS for almost 50 years. He is an avid builder of Canadian military aircraft and armour, with a special interest in RCN ships and the RCNAS. Naval interests developed as a Sea Cadet and Naval Reserve Sub-Lieutenant. Kit building started during a career in the pharmacy business with extensive travel throughout Atlantic Canada. Ian is now retired and devoted to research, modelling and travel. He was a 15-year member of the Halifax Military Modellers Group, and has recently moved to the Ottawa area and has joined the ranks of IPMS Ottawa.

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FIGHTER TRANSPLANT Fokker D.VII (OAW) 8493/18 in Canadian Service

by Gary Barling

C#0014

Ottawa Valley Plastic Modellers

Petawawa, Ont.

Background

"By the end of the Great War, military aviation had come of age and was recognized as a vital part of modern warfare. The Armistice of November 11th 1918 required the German Army to surrender its most potent weapons of war, which included 792 Fokker D.VIIs surrendered to the British, French, Belgian and American armies. From a Canadian perspective, the First World War was a pivotal moment in terms of establishing a sense of nationhood. Thousands of Canadians fought with distinction in the British flying services during the war. On the ground, the Dominion of Canada fielded its first Army-sized formation – the four, over-gunned divisions of the Canadian Corps. To publicize this significant contribution to the allied war effort, Lord Beaverbrook created a public relations machine called the Canadian War Records Office (CWRO). Drawing largely on spoils of war surrendered after the Armistice, Doughty amassed an artefact collection including nearly fifty aircraft.

During the opening months of 1919, the Royal Air Force and the American Expeditionary Force (AEF) were persuaded to share a portion of their aeronautical booty with Canada. In February and March of 1919, the recently formed Canadian Air Force (CAF) took possession of twenty Fokker D.VIIs from the RAF. The original intent was for the CAF to pack the aircraft for shipment to Canada, but No. 1 Fighter Squadron also flew them extensively alongside their standard British service machines. In part, this was because the experienced Canadian airmen felt that the D.VII was superior to their issued Sopwith Dolphins." (Reference 3)

The Aircraft

The legendary Fokker D.VII was designed by Reinhold Platz of the Fokker-Flugzeugwerke. Germany produced around 3,300 D.VII aircraft in the second half of 1918. In service with the Luftstreitkräfte, the D.VII quickly proved itself to be a formidable aircraft due to its excellent maneuverability at high altitudes. The Armistice ending the war specifically required Germany to surrender all D.VIIs to the Allies. Surviving aircraft saw continued widespread service with many other countries in the years after World War I.

The Kit

"Wingnut Wings kits are 'definitive.' They've been progressively getting better and better, having started from excellent and proceeding from there. The struts and cowling panels are close to scale thickness, yet they are not fragile. The perfect model for the biplane-challenged to get into this genre of modeling since there isn't any rigging. Like the original, this kit is so good it will make the average modeler look advanced, the advanced modeler look like a master, and the master modeler will ascend to modeling legend. One can build it straight out of the box and get a superb model, or put any amount of extra effort desired into the project and get anything from a stunner to a jaw-dropper." (Mr. Tom Cleaver in his 'Modeling Madness' review dated December 2012, with minor amendments. I completely agree with him).

Engine

I decided to start by building the engine first. The WNW engines are first rate but there are a few things that you can do to dress them up a bit. Having assembled most of the engine, I then formed the valve springs from soft thin solder by wrapping it around the kit offerings. As for painting: gloss black Xtracolor on the cylinders, Alclad II Aluminum for the sump and crankcase and Alclad II Steel for the rocker boxes. (Fig. 1) Subsequently, the exhaust is painted, weathered and attached: a light coat of Steel, then a light coat of Rust-All, then light coat of Flory Wash Rust, and then blend it a bit with a damp brush. (Fig. 2)

Wings

I used Aviatic decals for the lozenge covering. These translucent decals are applied over a gloss white surface, and give an excellent representation of the fabric. I used a spray can of Tamiya Pure White for the undercoat. With the wings attached to a small sheet of styrofoam, I applied three thin coats of paint, taking the opportunity to paint the cockpit interior. Four hours later, the job was done. This paint worked well: no loss of wing detail, very smooth surface and a very high gloss. (Fig. 3)

The decals are provided in sections for both upper and lower wing surfaces and for ailerons. They incorporate the rib tapes as well. They are printed on a solid sheet of decal film, so they must be trimmed around their edges and then applied to the model. The trimming takes a while but is an easy task. I used a steel ruler and a new knife blade for most of the work and freehanded the trimming around curved areas and such areas as the small indentations on the ailerons. You don't have to cut right through the decal sheet: the thin decals cut easily with one or two light passes with the knife. When finished, each of the sections can then be cut from the decal sheet for application.

Before applying the decals, I took a tip from Ray Rimmell's build book on the D.VII by lightly sanding the wing surfaces with a 3600 grit MicroPad before decaling. This gently removes the paint from the slightly raised and very delicately moulded 'stitching' on the kit rib tapes, leaving them a dark grey (the kit plastic, to be sure, but they look darker when seen through the decals). Quite apart from giving a nicely presented 'stitched' appearance, they very effectively act as guides for the placement of the decal tapes. (Fig. 4)

I applied the decal sections starting from the centre section and working out towards the wingtips. I used Micro Sol/Micro Set decal solutions with very good results. The decal sections fit well: butt one edge up to another and overlay the rib tapes onto the sanded wing surface tapes and you cannot go wrong. I had a small challenge with the wingtip sections, as they must fit around a compound curve. However, an additional application of Micro Sol and some gentle persuasion with a brush fitted the decal into place nicely. Once dried, any small overlaps can be trimmed away with a new craft knife blade or, as I found works very well, a new double-sided razor blade. If using the razor blade, be very, very careful!

Forward Fuselage

This section includes the engine, seat and accessories, control column, floor assembly, the ammunition box/firewall/fuel tank assembly, and the two side frames holding it all together (Fig. 5).

The rudder bar had 5-amp fuse wire loops attached as well as sprue welded braces.

The instrument panel was stripped and detailed with instrument decals, PE bezels, small lengths of brass wire and Future added for instrument 'glass'. (Fig. 6). The rigging material in the bays around the seat is EZ Line, with the central runs first 'crossed over', then held together with a touch of CA. Then the wraps were 'thickened' with a bit of thinned white glue, and then painted in place with Misterkits German CDL. (Fig. 7)

"Dry fit, dry fit, and dry fit!!" In some cases both tabs and pins did not fit their respective sockets. Solution: sand and trim the tabs and pins, and drill out the sockets a bit. All the while I fitted the progressing assembly into the fuselage halves to check the fit. When I closed up the halves on the completed assembly, I found only a very small gap along the fuselage spine just aft of the cockpit coaming. A few swipes with sanding stick solved that minor problem. Then there were the many bits and bobs that had to be identified, then located, then painted, then decalled. These numbered more than I had expected, and now and then I had to retrace my steps a bit to get back into the proper sequence. I did manage to tear decal 96 while getting it into place (my fault: tried to rush the work), but I was able to float it off a bit, and then reposition it satisfactorily.

Two items that I did modify a bit were the two lozenge decals provided to cover the upper tubular framework at the cockpit. I wanted to use the decals, but I found that they were a smidge too bright, especially in comparison to the Aviatic offerings. I toned them down with a thin wash of light beige: Tamiya XF-59 in my case, but any light beige will do. (Fig. 5 again) The only 'extra bits' used were lengths of EZ Line to represent the control column cabling and rudder and elevator controls, and fuse wire for the grease pump extension and the throttle and spark advance control rods. The engine bearing cat's cradle went together with only a few minor problems, all easily fixed with CA.

Then I started in on the cowling parts. First, each got its interior painted in Alclad 2 Aluminum. For the purple exterior colour, I chose to use a mix of Xtracolor Purple and Insignia Red, plus Humbrol Gloss White: 10 x Purple, 3 x Red, 3 x

White. I added 16 drops of lacquer thinner to get a 1:1 paint/thinner ratio, and then sprayed at 18 psi. All panels and the undercarriage airfoil got the Purple Treatment except for parts J18 and J21, as they were painted black.

With the Purple dry, it was a simple task to mask off the areas that remain purple, and then spray the Dark Green. It appears as if the OAW factory made up their own stencils and then sprayed or brushed the mauve onto the cowling area. Using the photo (noted above) I cut five 'OAW lozenges' from Tamiya tape to replicate those I could see, and then cut several more generic versions to cover areas not seen. I then laid the tape masks in place and oversprayed with Xtracolor Dark Green. With the masking removed, the OAW lozenges looked to be all right. (Fig. 8)

The fitting of the nose panels was a bit anticlimactic. Bottom panel in place, then the rad assembly fitted into place and 'forced' back to meet the bottom panel. Next, I fitted the lilac/green panels, waited a bit, then put the black panels into place and Bob's your uncle! (Fig. 9).

Rear Fuselage

Each fuselage half and the rudder and vertical stabilizer got a solid coat of white in preparation for the Aviatic decaling. Next, the fuselage got its initial 'sand and fill' treatment using Mr. Surfacer 500 on a few small holes in the spine as well as the seam/gap in the cockpit coaming. With the white dry, I fitted the undersurface seam to the fuselage. Then I filled and sanded the seam along the fuselage back a second time (just to be sure) and repainted in white. (Fig. 10)

Feeling on a bit of a roll, I then decided to cut out the undersurface lozenge and fit it to the belly. Having already cut out the WNW decal sheet offerings as templates for the rear fuselage, it wasn't difficult to tape the template to the Aviatic sheet. I cut two 'half-templates', as there is a seam along the centreline where maintenance stitching is found. This worked well, almost better than the wing lozenge. Subsequently, I had the chance to do another panel. So out came the left side fuselage template and the Aviatic decal was cut out and applied: no problems again. I have a photo of the subject and so was able to come close to the lozenge pattern on this side: probably not dead accurate but in the ballpark.

The two guides were, first, the large dark lozenge (just behind Captain McKeever's head and framed by two cabane struts), and the two dark lozenges, one behind the 'O' in 'OAW' and the other just above the left hand horizontal arm of the fuselage cross. I think that I got the pattern identified on the Aviatic sheet, so the template was positioned and the panel cut and applied. Then, seizing the opportunity, I slapped the right side template down on the Aviatic, cut out the panel and applied it. Again, no issues appeared (see Fig. 9 again). I tried to get the undercarriage legs attached to the undercarriage airfoil, but they were slightly off. Accordingly, each of the ends of the legs got the sanding stick treatment.

Then I realized that I'd got the nose details done and that I could actually fit the top wing in place. Well, "in for a penny, in for a pound" and had at it. With only a few sweaty moments the wing went into place and was fairly well oriented to the lower wing and fuselage.

Tail Assembly

There are no decals on the Aviatic sheet for either the horizontal stabilizer or elevator assembly. However, it is easy to use the parts from the kit as templates to cut required lozenge coverings. The real problem, though, is that the ribs and edges of both these items were taped, much as the wings were taped. Fortunately, Aviatic now has both translucent and white-backed lozenge available. The white-backed version is what you'll need to make the tapes and edging. For me, though, the challenge was a bit more 'challenging,' as the white-backed Aviatic had not yet reached the open market.

After trying another decal (the Wood and Wire/Old Propeller offering) and finding that the white underlying layer showed through clearly) I decided to paint the white layer and use Aviatic lozenge for the tapes and edging. The biggest problem was to get the tapes exactly the same width as the white-painted strips. By the sheerest of chances, I found an ancient and partially used sheet of old Letraset dry-transfer striping in my decal bank. And, by the sheerest of chances, the smaller sized stripes were a virtual match to the required rib tapes. Fig. 11 shows the Letraset and the Aviatic decals set up, with the two right hand black stripes applied to the decal sheet.

Once the stripes were on the decal sheet I used a straight edge and scalpel blade to cut gently along either side of the stripes. Then I removed the black stripes with masking tape. Now I measured the required lengths, cut the decal strips accordingly, and applied them to the stab. I applied the leading edge tapes first, wrapping them around the edge, applying SuperScale decal setting solution, getting the decal into place and trimming the excess with a razor blade. When these were dry, I applied the 'vertical' tapes. I cut them longer than required, leaving enough to trim up against the leading edge tapes and to drape slightly over the rear of the stab. Once all was dry, I trimmed excess tapes from the stab with a razor blade. (Fig. 12)

The elevators used much the same method as for the stab. I applied the tapes in three sections per surface: the semi-circular ends of the elevators, the curved area running up towards the rudder, and the two straight lengths in between. (Fig. 13)

Undersurfaces

I weathered the undersurfaces with Flory Washes Grime, and then teased the area with a damp brush. I figured that the fabric would be 'sort of' rubbed down by the ground crew, but that the buildup of spray and the like would discolour the fabric over time. The lacing was the backslash on my computer's keyboard, repeated with three spaces between each slash, then printed onto decal paper on my printer. I found that the length of a 'slash' equated to the radius of the propeller mounting disc, and that the backslash matched the required length exactly. The 'seam' is one of the long and very thin black lines on the WNW decal sheet. (Fig. 14)

Paints and Decals

As noted, Aviatic provided the lozenge fabric decals. Since finishing this build, Richard Andrews has increased his decal offerings to include other cookie cutter sheets as well as linen fabric sheets for British and German aircraft. These are available in both translucent and white-backed versions.

Two friends and I were able to 'convince' Rowan Broadbent of Pheon Decals to produce sets of decals for the Snipe of Major William Barker, VC, and several Fokker D.VIIIs that came to Canada after World War One. One of these aircraft was Fokker D.VII (OAW) 8493/18, the subject of my build, as seen in the opening photograph with Captain A. E. McKeever of Canada, the top Bristol Fighter ace of the First World War with 31 confirmed victories.

Details

I used thin steel cable to replicate the bracing on the tail assembly and undercarriage as well as the aileron controls. Sprue and thin fuse wire detailed the control column assemble. EZ Line replicated the cockpit rigging of the frame as well as the control wires and gun cable.

Conclusion

Overall, a very enjoyable build, notwithstanding my glacial rate of advance. If I were to give any advice, it would be to take your time and check the fit of parts, but do not become intimidated by this kit. It will work out!

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Aftermarket Items

- ◆ **Aviatic**: aviatic.co.uk/
- ◆ **Pheon Decals**: pheondecals.com
- ◆ **Flory Washes**: florymodels.co.uk/

Special Thanks

- ◆ **Tom Cleaver**, for granting permission to quote his 'Modeling Madness' review dated December 2012.
- ◆ **Edward Soye**, for granting permission to quote from his work at the beginning of this article, and for answering several questions on the subject.

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Gary Barling was born and raised in the Toronto area and subsequently served 40 years in the Canadian Army, and has been semi-retired since 2004. Modelling since 1955, His main area of interest is aircraft, with strong minors in armour and ships. Gary's been a member of IPMS Canada since 1965 and retired from active service on the National Executive in December 2013. He maintains triple citizenship in the Ottawa Valley Plastic Modellers (Petawawa), IPMS Ottawa and IPMS Farnborough in England.

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