



By
For Modellers

The quarterly journal of the
International Plastic Modellers Society of Canada



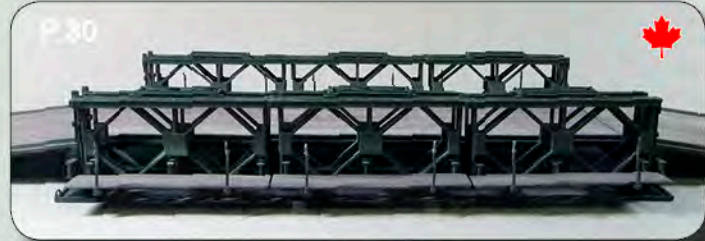
**1/72 RCAF
NA-44 'Jeep'**

ipmscanada.com

In This Issue

- ◆ NA-44 'Jeep' Conversion in 1/72
- ◆ NA-44 'Jeep' Colour Schemes
- ◆ 1/72 F-8 Crusader, times 2
- ◆ Fujimi Dino 206 Competition Prototype
- ◆ 1/35 Bailey Bridge
- ◆ A 1/72 A-4/V2 Rocket

Table of Contents



Editorial	3	NA-44 'Jeep' Colour Schemes <i>Dave Fletcher</i>	13
Membership	3	A 1/72 A-4/V2 Rocket <i>Al Magnus</i>	15
National Director	4	Fujimi Dino 206 Competition Prototype <i>Ken Nesbitt</i>	18
Chapter & Member Liaison	4	A pair of F-8 Crusaders in 1/72 <i>Frank Cuden</i>	23
NA-44 'Jeep' Conversion in 1/72 <i>Bernie Hengst</i>	5	A 1/35 Bailey Bridge <i>Barry Maddin</i>	30
<p><i>Cover Comment: Bernie Hengst of Ajax, Ontario produced this conversion of a 1/72 Harvard kit to produce the one-of-a-kind NA-44 'Jeep'. This aircraft flew with the RCAF during WW II and the details of the build can be found on page 5.</i></p>		Cartoons <i>Dave Fletcher</i>	3

Future Articles...

Here are some articles that are coming down the RT pipeline. If you have something that might fit in with related topic to make it a theme, please contact the Editor. Heck, if you've got something on any modelling topic, get in touch!

1/72 Corvette, 1/72 T2V Seastar, 1/48 CF-5A/CF-5D, RCAF HWE Hurricanes, 1/35 Sherman, 1/144 CP-140 Aurora, 1/48 Lancaster, 1/32 Sopwith Triplane, 1/72 CT-134, 1/72 CF-100

and now for something completely different...



A 1/35 Bailey Bridge



By Barry Maddin
IPMS Canada C#6000
Truro NS



Donald Bailey, a civil servant in the British War Office, had a hobby of building model bridges. He presented a model of a portable bridge to his superiors and shortly afterwards a team of Royal Engineers was established to develop one for military use. The Bailey Bridge was taken into military service by the Royal Engineers and was first used in North Africa in 1942. The first instance of a Bailey Bridge being built under enemy fire took place at Leonforte, Sicily on July 23rd, 1943, by the 3rd Field Company, Royal Canadian Engineers (RCE).

In Scarborough, Ontario the Old Finch Avenue Bridge is a Bailey Bridge constructed by 2nd Field Regiment, RCE, in 1954 to replace the bridge destroyed by Hurricane Hazel. Bailey Bridges are still used today by military forces and civilian projects worldwide.

The Kit

The Bronco kit (CB-35012) (**Photo 1**) is in 1/35 scale and cast in olive-coloured plastic with a small etch fret and 12 brass rods for the troop walkway with a length of string



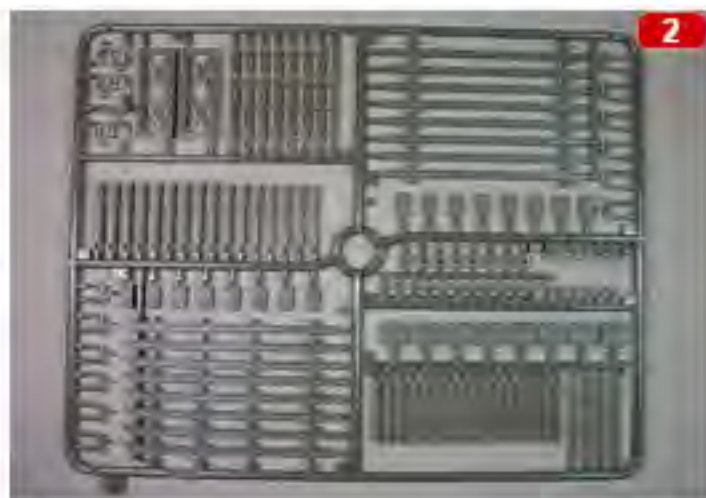
for the railing rope. The castings are clear and crisp with no flash and very minor mould lines. However there are many ejector pin marks on the inside of the trusses and supports. Most are shallow but time consuming to clean up. The seven bridge sections have excellent wood grain embossed on the road way. The kit allows you to build a triple-truss single-story, three-section Bailey Bridge with troop walkways.

The Build

The instructions are exploded view drawings and require very careful study. They are simple but the build is complex and information is missing or not clearly shown, particularly regarding the bridge end supports.

The side truss panels are marked as sprue 'I' and 'K'. You get three 'I' sprues to build 12 panels and two 'K' sprue used to build six panels. As per the instructions I started with the 'I' sprue (**Photo 2**) and with each 'I' sprue I cut out all the parts cleaned them up and assembled each panel.

When gluing the upper and lower chord or rails I clamped them to prevent any warping (**Photo 3**). You need to watch the placement of the vertical rails especially the short end rail. Each vertical rail has a slot for the placement



Ferrari's Small-bore Sports Racer



A 1:24 Dino 206 Competition Prototype



By Ken Nesbitt
C#3463
IPMS Ottawa, Ontario



Introduction

It is a good time to be a fan of motor racing on television. If there is a particular area of racing which you enjoy viewing (NASCAR, drag racing, road racing, Formula 1, WRC, Indy, ad infinitum), your tastes are covered. If the information is not available live, you can always log into the internet, and find out the results, along with streamed video. In some respects, it is hard to remember that this level of information is a recent phenomenon.

When I was a boy, most of the information I knew about car racing came from the shelves of the school library. I can remember reading these books, some dating back to the 1950s, and thinking how great the cars looked back then. Black-and-white photographs of Jaguars with flowing lines, menacing Ford GT40s, grainy colour shots of Porsche 917s, with their massive 12-cylinder engines; all of these were amazing visuals for me. What I didn't know from reading these old books (some of which I picked up as discards) was how dangerous these cars could be. Many of the men I was reading about, in the safety of a school library in the early 1980s, had been dead for more than a decade. The cars, as well as the circuits, have changed, definitely for the better, but there is still something about the look of those vintage sports cars that the modern ones can't match.

After waxing poetic on the subject, I have to admit that the subject of this article is not a race car. In fact, while it

has the title 'competition' in its' name, it never competed in a race, let alone won. Introduced at the 1967 Frankfurt Auto Salon, the Dino 206 Competition Prototype was fabricated for the car show circuit. Based on styling cues from the Ferrari P330 and Dino 206 models, the 206 Competition Prototype was viewed as a preview of future Dino models from Ferrari (Dino was the title used for any Ferrari product not powered by a V-12 engine). While the show car was exceptionally stylish, it was lacking in several areas. The bubbled canopy and gull-wing doors were straight from the racetrack, but a lack of air conditioning or opening windows would have been uncomfortable. Mounting the cooling system in the nose precluded any space for luggage. The front and rear mounted airfoils looked great, but would be useless as bumpers in any impact. A more practical design would be placed into production (the Dino 206/246, produced from 1968-1974), and the Competition Prototype was retired from the show circuit. The car ended up in the Pininfarina Museum for over 30 years, until purchased by a wealthy collector. Now road-worthy, the car has been featured at a number of car shows during the past few years. Watching YouTube footage of this car at speed shows how beautiful the design is, regardless of its non-existent competition history.

I was unaware of the existence of the real vehicle, until I saw the model kit on the shelf at a friend's place. I was taken by the design of the car, and even though it is not my usual subject matter, decided to keep an eye out for this kit. I hadn't counted on my friend, who works in a hobby shop, telling me that an order had arrived, and that my kit was now in the 'Hold' bin (Thanks, Dave!). While it was nice to have the kit in my hands, I wanted to ensure that the model was as attractive as the illustration on the box



1/72 Crusaders?

Take 2!



ANIGRAND
CRAFTS WORK

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



I have done it before. Two model kits showing different versions of the same plane, with perhaps the idea of building one and then the other. Oftentimes you build one, and the other languishes on the shelf, never to be visited again, ultimately getting sold or donated to the club raffle.

Crusader #1 - a NASA F-8C

In my case, it was first purchasing Academy's excellent 1/72 scale kit of the F-8E Crusader. With no idea of what scheme I would put on it and idly cruising around the Internet one day, I came upon a conversion kit by Newman R&D that was sold through the Edward's Air Force Base Gift Shop. It backdates the 1/72 scale Academy F-8E kit to an F-8C (also designated an F8U-2). Actually the scheme is what got me to 'bite' as it was for the NASA "Digital Fly By Wire" F-8C.

Crusader #2 - an XF8U-3

Another Internet session put me at Anigrand's website and it was there that I found the all-resin 1/72 scale kit for the XF8U-3

Crusader III or 'Super Crusader'. What to do? After some thought, I decided to build both at once, incorporating the different schemes and structural changes of both aircraft into one article. Even though the XF8U-3 airframes were originally built back in the 1950's as entirely new aircraft, and the fact that they were bigger and weighed more, they still incorporated many of the same features found in the production version Crusaders. Being in competition with the prototype F-4 Phantom II, it eventually lost out, due to the powers that be wanting a two-man crew in their next choice of fighter, rather than the one pilot the XF8U-3 offered. As a side note, one can't help but wonder if the Super Crusader's butt-ugly 'sugar scoop' intake was a strike against it, but then, depending on the viewer, the F-4 could be considered an ugly aircraft too! Strangely, the Super Crusader's overall performance was actually greater than that of the Navy's choice of the F-4 Phantom II, however, the F-4 went on to a stellar career, winding up in all three U.S. service branches as THE front-line fighter/bomber/interceptor, not to mention its use world-wide.

F-8C

The IFR probe is carefully removed so as to preserve the surrounding fine panel lines





Modelling the NA-44 'Jeep'

by Bernie Hengst,
C#2020
IPMS Toronto, Ontario



(with colour artwork by Dave Fletcher, C#390)

After seeing Derek Pennington's 1/48 scale NA-44 conversion of the T-6 Texan I became interested in building the NA-44 "Jeep" in 1/72 scale. The conversion is based on the Revell offering of the old Heller kit. I started by reading and studying the excellent drawings of the NA-44 "Jeep" section of David C. Fletcher's & Doug MacPhail's book Harvard! The N.A. Trainers in Canada. I also phoned David and we had a lengthy discussion about the aircraft and David listed a large number of changes that had to be made and I carefully wrote them down. This sheet became my check-off list.

As I had no Wright R-1820 Cyclone engine I ordered one from Engine & Things. A B-17 engine cowling came from David Piedra and a small three bladed propeller was received from Jim Mores, both Aero Buff members. John Wong created and printed the fuselage numbers on his Alps Printer and John McEachern drew the "Jeep" sign in the Vector program and printed it, size 1/8" diameter.

I would like to thank all of the six above-listed modellers who encouraged and helped me in the building of this model .

The Model is a replica of the one and only NA-44 "Jeep" in the Royal Canadian Air Force and the fastest of the North American Harvard and Texan family.

Fuselage and Tail changes

I cut off the rudder, and cut the fin below the horizontal stabilizer and moved it forward by 3/32". Shorten lower fuselage by 1/8" in front of rudder hinge line and moved the tail planes forward by 1/8". The outline of tail planes was also changed at this time.

The fuselage in front of the canopy should be shortened by 1/8" and I did this by cutting off the engine mount.

All of these changes were checked off the list, before and after each cut I checked page 34 with the NA-44 and page 109 with the T-6D Texan drawings. By assembling the cut sections of the fuselage onto the 1/72 scale drawings I could see in my mind the fuselage taking shape. (Photo 1) The fin was glued together and the fin section was set



Aggregat-4 V2 Rocket in 1:72 scale

by Al Magnus,
C#4579
Regina Scale Modellers,
Regina, Saskatchewan

RSM REGINA
SCALE
MODELLERS
I.P.M.S.

A Very Brief History

The Aggregat-4 (A4) was a liquid propelled rocket that became the world's first long range ballistic missile. Development started in the 1930's with a team lead by the German rocket scientist Wernher von Braun. Following testing with smaller scale rockets the final A4 design was started circa 1938-1939. Testing and development continued through the early war years at Peenemünde, and it wasn't until late 1944 that the rocket became operational. The V2 (*Vergeltungswaffe 2* or Vengeance Weapon 2) designation was adopted for military operations. Over 3,000 rockets were launched before war's end, mostly at London, Antwerp and Liège.

Post-war both the Allies and Soviets scoured Europe for A4 rockets and the scientists that worked on them, with the Americans and the Russians rapidly developing their rocket and space programs from the knowledge gained from their former German foes.

The Kit

Parts come on two sprues of tan-coloured, fairly hard styrene plastic. The parts are well cast and there is little for flash or seams, though I did find a few annoyingly placed ejector pin marks. Parts count is 48 - enough to build the rocket, its turntable and the table's transport trailer. The build sequence is quite logically presented and for the most part easy to follow. A small decal sheet is included, and an eight-page instruction sheet outlining the build over eight steps. Paint call-outs are for Gunze Sangyo only. A colouring guide is provided for these options:

1. A4, white 11/W4171, in late version of the ragged/splinter camouflage
2. A4, white 10/W4132, in early batiked/mottled camouflage

3. A4 in geflammt/wavy camouflage

4. A4, white 11/W4156, in early version of the ragged/splinter camouflage

5. A4 in late war standard overall olive green camouflage

The launch table/trailer combination can be in either Panzer Grey or Panzer Yellow.

Construction

I built this kit out-of-the-box. Construction is for the most part quite effortless. Detail and parts fit is quite good and I found the plastic easy to work with.

The combustion chamber is nicely done with the injector positions moulded to the top of part 8, but the only way you're going to see these once the kit is built is if you modify the kit to show the interior. Closer inspection of the instructions identified three possible areas of concern: the long seam where the two body halves join, the joining of the fins to the body, and maintaining the alignment of said fins.

Everything started with the launch table, which makes up the majority of the kit parts. There are

