

# RT

## Random Thoughts



By  
For Modellers

CANADA

The quarterly journal of the  
International Plastic Modellers Society of Canada

Best Canadian Subject  
at the IPMS/USA 2015  
National Convention -  
Richard Clairoux's 1/48  
**CF-105 Arrow**

[ipmscanada.com](http://ipmscanada.com)

### In This Issue


- ◆ IPMS/USA 2015 National Convention
- ◆ 1/35 Canadian Army Leopard 2A6M Can
- ◆ 1/72 T2V Seastar
- ◆ 1/32 Sopwith Triplane - Collishaw





## Table of Contents

*International Plastic Modelers Society* P.5  
**2015 NATIONAL CONVENTION**  
 JULY 22-25 COLUMBUS, OHIO  
 Hosted by IPMS Eddie Rickenbacker




Editorial .....	3	Best Canadian Subject at the IPMS/USA 2015 National Convention .....	14
National Director .....	4	1/72 T2V Seastar <i>Frank Cuden</i> .....	16
Chapter & Member Liaison .....	4	1/35 Canadian Army Leopard 2A6M Can <i>Barry Maddin</i> .....	21
IPMS/USA 2015 National Convention .....	5	1/32 Sopwith Triplane <i>Andy Bannister</i> .....	28
		<b>Cartoons</b> <i>Dave Fletcher</i> .....	3, 15, 35

**Cover Comment:** *Richard Clairoux, of IPMS Real Côte, won the IPMS Canada 2015 'Best Canadian Subject' award for his 1/48 CF-105 Avro Arrow. See page 14 for more info and photos. This build will be featured in a future issue of RT. (David Knights photo)*

### 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, 1/35 Leopard C2, 1/48 CF-5A/CF-5D, CF-5 'Aggressor' camouflage, RCAF HWE Hurricanes, 1/35 Sherman, 1/144 CP-140 Aurora, 1/24 Viper SRT-10, 1/72 CT-134, 1/72 CF-100**



# Caged Beast

A 1/35 Canadian Army Leopard 2A6M Can serving in Afghanistan



**By Barry Maddin**  
**IPMS Canada C#6000**  
**Truro NS**



The Leopard 2 was developed by Krauss-Maffei in the early 1970s for the West German Army. It first entered service in 1979 and succeeded the earlier Leopard 1 as the main battle tank of the German Army. More than 3,480 Leopard 2s have been manufactured. The Leopard 2 first saw combat in Kosovo with the German Army and in Afghanistan with the Danish and Canadian ISAF (International Security Assistance Force) forces.

In October 2003, Canada was planning to replace its Leopard C2s (which were the original CAF Leopard C1 tanks upgraded with improved armour and turrets) to the wheeled **Stryker Mobile Gun System (MGS)**, based on the proven and Canadian-built **LAV III** chassis. However, experience in Afghanistan convinced the Canadian military of the need to retain a tank fleet. Leopard C2s were deployed to Kandahar in December 2006, but by this point in their lives they were almost 30 years old and were proving difficult to maintain. The Canadian

government decided to lease 20 Leopard 2A6Ms and three armoured recovery vehicles from Germany for deployment to Afghanistan. In late August 2007, the first Leopard 2s were airlifted into Afghanistan to equip **Lord Strathcona's Horse (Royal Canadians)** armoured regiment. The **Leopard 2A6M** is an upgraded version of the standard 2A6 variant with enhanced mine protection under the belly, and internal enhancements to improve crew survivability



## The Kit

The kit is the **Hobby Boss (No.82458) Canadian Leopard 2A6M Can**. The parts are moulded in light grey plastic with three frets of photo-etch with a sheet of pre-cut clear plastic for periscope and sight lenses, poly caps, vinyl tracks, a length of cord, a Canadian-specific decal



# A 1/32 SCALE SOPWITH TRIPLANE



by Andy Bannister,  
IPMS Canada C#3313  
Bolton, Lancashire, UK  
email: [andybann2112@hotmail.com](mailto:andybann2112@hotmail.com)



I feel a sense of loyalty to **Roden**. Long before that New Zealand upstart was even a glint in a certain film director's eye, **Roden** was quietly amassing an extensive catalogue of WWI aircraft kits in all the popular scales. Sure, some of their efforts aren't quite as nice as **Wingnut Wings (WNW)** are and they may not fall together as easily, but **Roden** held fast to an era that most manufacturers wouldn't touch with a barge pole at the time and for that they deserve our thanks and our patronage. The last time I built a 1/32 scale kit I was about 15 so I'm pleased that it was a **Roden** kit that got me back into large scale after all these years. I'm still mainly a 1/72 fan, but I'm sure an occasional foray into other 'lesser' scales won't kill me.

While I have no doubt that the **WNW** Tripe is superior, **Roden's** kit still has a lot going for it, not least of which is the price; about half that of the Kiwi import. The kit is well engineered and for the most part fits together as it should. It gives you the option of a single or twin gun aircraft and there are some interesting decal choices as well, though it's perhaps no surprise

that I went with the fairly banal choice of **Raymond Collishaw's** second "**Black Maria**", **N533**. Yes, it's become almost as much a cliché as that pesky red Triplane on the antagonist side has, but you can't argue with the success of the **Black Flight** and its leader. And hey, they were there well before that Red Baron chap flew anything in combat that had more than two wings!

It is an accurate kit with one exception, and to be honest I would never have noticed it if Mr. Rimell hadn't pointed it out in his review in **Windsock Magazine**. The fuselage is, apparently, 5 mm too short. Now that sounds like a lot, and I suppose it is, but honestly, in this scale it really isn't noticeable. Even when compared to the **WNW** Sopwith Pup the error isn't obvious (the Triplane is essentially a Sopwith Pup with three wings, the fuselages are pretty much identical other than the wing mountings). It would have taken a considerable amount of work to correct and it's doubtful I would have bothered even if I hadn't been well into the build when I read the review. Seriously, can you tell it's 5 mm short...?!

## The Fuselage and Interior

**Roden's** interior leaves a bit to be desired I must admit. Though most of the major bits of cockpit furniture are present, not a lot of the wooden framework is there other than the thin lattice work stringers moulded to the fuselage sides and one major upright that is in the wrong place. I





# 1/72 T2V Seastar...



## The 'Also Ran'



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



### T-Bird to Seastar

I was very surprised when **Sword** released their 1/72 scale kit of the **Lockheed Seastar**, kit #SW72072, as it was a rather obscure aircraft in both the Navy and Marine Corps inventory. Often confused with the T-33, the Seastar was developed as an improved carrier training aircraft after less-than-satisfactory results were achieved with the addition of a tail hook and some strengthening to the T-33. To add to the confusion, the Navy/Marine version of the T-33 was designated as a TV-2 as opposed to the T2V designation of the Seastar. While not a well-known aircraft, it nonetheless was in the inventory for a while in both service branches. While the T-33 was built as a two-seat replacement for the P/F-80, the T2V was built primarily for training purposes and carrier ops. Not spending a lot of time in squadron service, it was assigned as a training aircraft at Pensacola from 1958 till 1960, after which time the more powerful **North American T-2 Buckeye** showed up on the scene and became the primary training aircraft for the Navy and Marines. Three schemes are provided

in the kit: Two orange/red and white aircraft, from NAS Memphis and MCAS El Toro respectively, and one overall grey machine for a Washington-based aircraft.

### Construction begins

I've done some preliminary work in **Photo 1**, bending and adding both the pre-coloured instrument panels and side consoles. I have to admit that the pre-coloured sets do keep things in scale versus trying to hand-paint all the

