



By  
For Modellers

The quarterly journal of the  
International Plastic Modellers Society of Canada



**BONUS!**  
Four extra pages!

**Best Canadian Subject  
at the 2016 Nats:  
1/35 Churchill Mk.III**

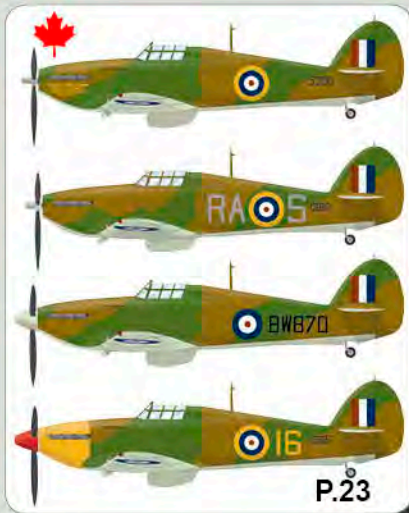
**Super BONUS!**  
Hurricane decals  
(for members only)

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**Cover Comment:** *Mark Ford of Port Angeles, WA, took the AFV Club Churchill Mk. III and a bunch of aftermarket parts to produce this stunning Canadian Army tank as used on the Dieppe Raid of 19 August 1942. tanks. See more Nats coverage on page 5. (Mark Heyendal 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!

1/35 Leopard C2, 1/48 CF-5A/CF-5D, CF-5 'Aggressor' Camo, 1/35 'Maiale', 1/72 CF-100, 1/72 C-2 Greyhound, 1/72 M113A2, CH-124 Sea King, Armour Modelling for Beginners, 1/32 Mosquito, EPA B-737, 1/48 CT-114, HMAS Sydney,



**Report by Mark Heyendal**  
**Photos by Jamie Leggo and Mark Heyendal**

The IPMS/USA 2016 National Convention (the Nats) was hosted this year by the **Mid-Carolina Swamp Fox Modelers** and **IPMS/USA Piedmont Scale Modelers**.

Although this was the first time the Nats had been held in Columbia, the capital city of South Carolina, this was a smoothly-run convention. The venue was well-appointed, the rooms well set up and no glitches were evident to the shows' visitors. The show ran from noon on Wednesday, August 3 through to Saturday Aug 6 at 10:30 p.m.

There were 2102 entries in the model contest. As usual, the overall quality was excellent and gave plenty of inspiration for the viewer's own builds. Though the entry numbers were down a bit from previous years, the high standards seen on the tables left you with plenty to be impressed with. A very nice feature was that the contest tables were raised up from the normal level, giving many visitors a less-strained view of the entries.

There was a large vendors area catering to all tastes and



The informative entrance to the Nats at the Columbia Metropolitan Convention Center. This was a great venue for the convention. (Mark Heyendal photo)

interests, but at a US dollar exchange rate of 1.30, most Canadians needed to do the math carefully before deciding that they'd found a bargain.

The number of IPMS Canada attendees seemed to down this year, perhaps because of the unfavourable exchange rate.

Although all tours except the USS Yorktown were cancelled, there were lots of well-run seminars at the convention, covering modelling basics, aircraft and armour topics, construction techniques, airbrushing, new discoveries, history, the Vietnam War, the US Civil War, etc.

The size of the human resources pool for finding and judging the **IPMS Canada Best Canadian Subject award** was down this year, so **Mark Heyendal**, aided by **IPMS Ottawa's Mike Roy and Janyce Roy** were only able to identify a nine Canadian content entries compared to the 37 found in 2015. Nevertheless these entries met the criteria for being considered as Canadian subjects. Only a few people took advantage of the sign-up sheets we had placed in the contest registration area, so consequently most of the entries were found by pure chance. If your



General view of one of the most-cherished places at any Nats - the vendors' room. (Mark Heyendal photo)

# On the Home Front - The RCAF's Hawker Hurricanes



by Jim Bates  
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Seattle, WA



*(This is the second of what was to be a two-part RT article on Canada's home-based use of the Hurricane. The original plan was to publish all of Jim's material in one issue of RT, but there was simply too much great stuff to do it justice in one, or even, as it turns out, two issues. So the extra material that still didn't fit into this issue of RT will be published in an upcoming issue. Editor)*

## Part 2 - Canadian Car and Foundry Hurricanes The Hurricane Mk. XIIA

In 1943, the surviving RCAF Hurricanes and Sea Hurricanes, along with one Hawker-built Hurricane, were returned to **Canadian Car and Foundry (CCF)** at Port William, Ontario, for conversion to **Mk. XIIA** standard. This activity entailed the:

- ◇ fitting of a **Packard Merlin 29** engine to replace the original **Rolls-Royce Merlin III**,
- ◇ conversion of the fuselage to the **Mk. IIB's** length by extending the forward fuselage by 4" \*, and
- ◇ removal of all remaining naval-related gear (e.g., tail hooks, catapult launch spools) from the **Sea Hurricanes**.

(above) RCAF Hurricane Mk. XII, 133 Sqn, at Lethbridge, Alberta, 21 August 1942. Just visible in the middle of the photo is aircraft 'L', which is 5398 'March of Dimes', one of our decal subjects.  
(Canada Dept. of National Defence PL-12434)

Probably the easiest way to tell which is which is to determine where the vertical panel line just aft of the exhaust stacks lay. If it's a bit ahead of the leading edge, it's a **Mk. II**. If it's almost in line with the leading edge, it's a **Mk. I**. This four-inch extension was necessary to fit the slightly longer two-stage **Merlin 29**, but also helped ameliorate some of the centre of gravity issues that had arisen as more weight was added to the **Hurricane Mk. I**.

\* - This extension is located in between the front windscreen and the panel line just behind the exhausts. On the **Mk.I** fuselage this distance was 41"; on the **Mk.II** fuselage this was extended to 45". It is not a very prominent change, and it is hard to determine by casual observation of photos. This extension also changed the shape of the forward part of the wing root fillet that is closest to the engine cowling. On **Mk. I** aircraft it is closer to being a half-circle shape, but on the **Mk. XII** and **XIIA** the fillet is closer to being a half-oval shape.



# An RCAF Hurricane Mk. XII in 1/48

## Article REDUX

(Vic's original article was published in *RT* Vol. 28, No. 5, circa. 2006. The 2016 updates and additions were provided by Jim Bates and the Editor)



By Vic Scheuerman  
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### Canadian-built Hurricanes?

While this Allied aerial workhorse is well-known, the proboscis-challenged Canadian-built version is less so. What is externally unique about the **Canadian Car and**

**Foundry (CCF)-built Hurricane Mk. XII** was the lack of a propeller spinner and backplate. The Hurricane XII also sported the Mk. I-style round exhaust stacks (*rather than the fishtail exhausts featured on UK-built Mk. IIBs*), exhaust glare shields, and, often, the early style tailwheel. As can be seen in the completed model, all of these features are present with the exception of the glare shields. This lack of the exhaust glare shields was confirmed by **Joe Osmulski**, of **FlightDeCS** ([flightdecs.ca](http://flightdecs.ca)). The lack of glare shields is correct for some of **135 (Fighter) Squadron's ((F) Sqn)** Hurricanes while they were working up at Mossbank, Saskatchewan. By the time the aircraft made it to British Columbia, the glare shields would have been fitted.

### Products used in this build:

- ◇ FlightDeCS decal sheet FLD48-02
- ◇ Testors Model Master enamel paints - Dark Green, Dark Earth, Sky, RAF Interior Green
- ◇ Monogram 1/48 B-17 - propeller blades
- ◇ Aires Hurricane detail set - etched map case and two control knobs
- ◇ Cutting Edge CEC48 1 57 - British GM-2 Gunsight
- ◇ Squadron Set SQ96J9 - Canopy sliding section
- ◇ Ultracast 48019 - Hurricane Seat & Armour Plate
- ◇ Ultracast 48043 - Hurricane Mk. I Exhausts
- ◇ Ultracast 48076 - Hurricane 4-spoke Wheels
- ◇ Ultracast 48079 - Hurricane Wheel Well
- ◇ Airfix Hurricane Mk. I (old release) - early tail wheel



# IPMS Canada 2016 Decal Sheet

## RCAF HWE Hawker Hurricanes

Research and information by  
**Jim Bates**  
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 Seattle, WA



### Hurricane Mk. I 1380 / RA-S, 128 (Fighter) Squadron, RCAF Station Torbay, Newfoundland

This aircraft was built by Canadian Car and Foundry (CCF) as a Hurricane Mk. I for the RAF and diverted to the RCAF. The accident depicted in the two photos (at right) occurred on July 26, 1942. Hurricane 1380 was later returned to Canadian Car and Foundry for conversion into a Hurricane Mk. XIIA in late 1943. After conversion, it was allocated to 1 (F) OTU and operated until an Category A accident (i.e., the aircraft was a write-off) in August 1943.

It was painted in the standard RCAF HWE scheme of Dark Green/Dark Earth over Sky undersides. The national markings were the standard **Type A1** roundels on fuselage, **Type B** on top of the wings and **Type A** below the wings. The squadron codes were painted in RCAF



Photos: Carl Vincent collection



Light Grey (aka RAF Medium Sea Grey). Notice the squadron code placement variation on each fuselage side - RA-S on the left and S-RA on the right.

### Hurricane Mk. XII 5398 133 (Fighter) Sqn Western Air Command

"March of Dimes" was a Canadian Car and Foundry-built Hurricane Mk. XII (or, if we look at the record card, a Mk. IIB(Can)) RCAF serial 5398. Those nose art

commemorates that this was a presentation aircraft paid for by "Canada's March of Dimes", which apparently is an odd coincidence, as the non-profit organization **March of Dimes Canada** did not exist until 1949. The nose art was applied at the factory and at least one photograph exists of this aircraft without the exhaust glare shields fitted. (The shields were in place by the time the Hurricane was

Note the engine oil streaks on the main landing gear door. 'L' code not applied. March of Dimes inscription appears 'not white'.



Photo: Mark Peapell collection

#### Canada's March of Dimes

PUT a DIME or MORE in an envelope  
 Address (no stamp required)

The Minister of Finance  
 OTTAWA, ONT.

#### To Buy A Hurricane

THIS CAMPAIGN PROMOTED BY PRIVATE CITIZENS

You think I am only a piece of paper.  
 My friend, you are wrong.  
 I am 50 Hurricane fighter planes.  
 At a Dime each the people of Canada can  
 buy fifty planes.  
 Do not throw me away, pass me on,  
 Send me from Coast to Coast.  
 Join the March to Victory!

# I'm working on my Six-Pack... of Shermans



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



Planning for a model competition in Berwick, Nova Scotia, with the theme of "Sherman Tanks", I looked over my stash and found that I had a number of Sherman kits. I decided to put together a collection of Sherman Tanks used by the Canadian Army during the Second World War. I had six kits that I could build as Canadian Shermans used by various Canadian Armoured Regiments. With what I had on hand I could build a **Sherman II**, **Sherman III**, **Sherman V**, **Sherman Firefly Ic Hybrid Hull**, **Sherman Firefly Vc** and, with some extra work, a **Sherman ARV Mk I**.

## The Regiments

Research on Shermans used by the Canadian Army confirmed most of what I already knew, and proved that research is never wasted time in this hobby:

- ◇ The Sherman M4A1 or **Sherman II** was used by the **Governor General's Horse Guards (GGHG)**, 5<sup>th</sup> Canadian Armoured Division in Italy.
- ◇ The Sherman M4A2 or **Sherman III** was used by **The Fort Garry Horse (FGH)**, 2<sup>nd</sup> Canadian Armoured Brigade in North West Europe.
- ◇ The Sherman M4A4 or **Sherman V**, the most common Sherman used by Canadian armoured units, would be from **The Ontario Regiment (Ont R)**, 1<sup>st</sup> Canadian Armoured Brigade in Italy.

◇ The M4 Composite Sherman or **Sherman Firefly Ic**, also a common Sherman in many regiments, would be marked as a **South Alberta Regiment (SAR)** Sherman, 4<sup>th</sup> Canadian Armoured Division in North West Europe.

◇ The Sherman M4A4 Firefly or **Sherman Firefly Vc** would be an **8th Princess Louise's (New Brunswick) Hussars (8CH)** Sherman, 5<sup>th</sup> Canadian Armoured Division in North West Europe.

◇ The **Sherman Armoured Recovery Vehicle (ARV) Mk I** would be marked as a **Royal Canadian Electrical and Mechanical Engineers (RCEME)** Sherman, 2<sup>nd</sup> Canadian Armoured Brigade in North West Europe.

I made resin copies of the regimental hat badges from my collection to accompany the Shermans.

## The Builds

### Sherman II - GGHG

I started with the **M4A1 (76) Italeri** kit. The Sherman II's that the GGHG received from British stocks while in Italy were 75 mm gun tanks so I had to make changes to the Italeri kit.

I started with an Italeri M4A1 (75) turret which had the later loader's hatch. I glued the hatch in place, sanded down the details and puttied over the imperfections. I then assembled the turret with a 75 mm gun tube and M34A1 gun mount from my spare parts bin and then mounted two **Maple Leaf Models** smoke dischargers on the right side of the turret. I added a wire hatch handle and clear periscope and guard to the split hatches of the commander's cupola and mounted a 0.30" cal. MG with an anti-aircraft mount.

