

# RT

## Random Thoughts



By  
For Modellers

The quarterly journal of the  
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A 1/72  
CF-100 Canuck



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

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### 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 C-2 Greyhound, 1/72 M113A2, CH-124 Sea King, 1/32 RCAF Mosquito, EPA B-737, 1/48 CT-114, Air Canada B-727, 1/48 CF-105, Cdn Army RG-31,

# Armour Modelling for the Beginner



By Michael 'Coen' Campbell  
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We all have to start somewhere; every one of us began our hobby in simple ways. Making glue bombs with thumbprint embossed pain jobs. That didn't seem to stop us, though. Something inside of modellers always seems to pull us onward, to try to improve our skills so that we can put something on our shelves and say, proudly, "I built that!"

Many of us had to do that on our own, taking years to develop our skills, others had access to peer groups that they could get tips and advice from. Often times we had to make use of books and magazines that had work done by master modellers that have skills and experience that most of us only dream of, myself included. In fact, this is how I had to learn my own skills.

This article will focus on the needs of the newer modeller. Someone that is just venturing into the armour building genre, maybe with a few kits under their belt. In as simple terms as possible, an 'out of the box' build of Revell's Sherman M4 Calliope. I want to concentrate on the steps involved, not so much the subject or the research.

## Getting Started - inspecting the goods

It all begins with a box; in this case, Revell's M4A3 Sherman with the Calliope rocket launching system.

The first thing I normally do, a few weeks before I want to start a build, is inspect all the kit parts to see what condition that they're in. I decide then if I'll need to replace or update

any parts in general. I'll order any parts or aftermarket items so that I have them on hand when I begin building.



I mostly look for damage, flash, seam lines, ejector pin marks, missing surface textures, and manufacturing flaws. Things that I would have to clean up, add, or fix myself. Like this transmission cover for example (Photo 1), it's completely devoid of surface texture, among other things. I would have to add that.



Kit part is too smooth to represent a casting

# What's in a name?



## The 'Clunk' ...

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I love modelling modern Canadian military aircraft; I must have made around fifty of them over the years. Why I had not yet made a CF-100 is a question worth pondering. First of all, I think the 'Clunk' nickname is very apropos. This aircraft is not very sexy... and then you have the Hobbycraft kit, which does not receive a lot of praise and has not been built by many people. But it is, and shall likely

remain, the only game in town. I am fortunate to have a full size version of the CF-100 very close to my house, at the College Militaire Royale in St-Jean, Quebec. I chose to model the Mk.4 version as I find it better-proportioned than the Mk.5 with the wing tip extensions. I also wanted a camouflaged version from a European-based RCAF squadron.



### The Kit and Aftermarket Items

The Canadian aviation aficionado in me knows the importance of this aircraft to Canada, and deep down, I knew I would build one someday. What got me going was the beautiful new decals from **Canuck Models** ([canuckmodels.com](http://canuckmodels.com)) (**Photo xx**). It seems this was the little push I needed.

Since I am seriously running out of shelf space for my completed models, I decided to do the 1/72 version with the **Obscureco** resin set sold by Chris Bucholz (**Photo xx**). There is also the option of making a 1/48 version with the very nice **Mastercasters** resin set. The **Obscureco** set has been out for a long time and is very well done, with cockpit tub, seats, front and side instrument panels, intakes and main landing gear wells. Casting quality is generally very good (except for one instrument panel which ran out



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



Part 3

by Jim Bates  
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*(This is the third and final part on Canada's home-based use of the Hurricane. The extra 'oddball', but really interesting material that didn't fit into the first two parts is presented here. Editor)*

## Part 3 - Oddballs and Stragglers...

As with any aircraft type used in large numbers, various modifications were evaluated and tested on RCAF Hurricanes during the war. The vast majority of these projects were 'one-off's', or produced in very limited numbers, but they illustrated that the Hurricane was quite the adaptable aircraft.

### Rocket Projectiles (RPs)

Out of all the projects illustrated in this article, the RP-modified Hurricanes were the most common. Operated by **No. 1 Operational Training Unit (OTU)** at Bagotville, Québec, and its **No. 1 Advanced Tactical Training Detachment (ATTD)** at Greenwood, Nova Scotia, 'sprog' pilots would test-fire rocket projectiles fitted with concrete heads. It appears that the Hurricanes with lower 'buzz' numbers were assigned to **1 OTU**, while numbers in the '60' and higher range were with **1 ATTD**. Modified by **No. 4 RD** at Scoudouc, NB, at least ten aircraft were modified. Confirmed serials include **5461, 5462, 5651, 5660, 5666, 5667, 5670, and 5671**.

One unique mod that appears common to the RP Hurricanes with **1 OTU** and **1 ATTD** is that the carburettor air intake just in front of the wheel well was removed. An explanation has yet to be discovered, but it is known that some intakes were modified in Canada for **1 OTU** Hurricanes for cold weather purposes. Whether the cold weather modifications were removed during the summer, or if most of **1 OTU's** Hurricanes were 'scoopless' later in the war is currently unknown. An example of a non-RP Hurricane at the OTU with no intake is **5463/42'**, illustrated

This photo shows a wintertime lineup of **1 OTU** Hurricane XII's. Aircraft '20' is 5688, while '2' and '12' are not identified. They sport early style tailwheel legs, the 'Canadian' spinner for the Hamilton Standard prop on CCF Hurricanes. The carburettor air intakes are an interesting mix - 'tropical' on '12', while '2' and '20' both seem to be missing this item (see RP discussion in this article). They carry full 'buzz' numbers on the nose, fuselage and the lower wings. There must have been low-flying complaints from the local populace... (DND Canada photo PMR 76-268)

in **Part 2** of this series. Hurricane researcher **Dr. Jon Leake** is responsible for noting this anomaly and also pointed out that later non-tropical Hurricane IV's were also 'scoopless.' More research is needed!

### Anti-Submarine Hurricanes

It appears that the German U-Boat menace preoccupied the thoughts of many RCAF members on the east coast. After attacks in 1942 around Newfoundland, the resident **125 (F) Sqn** again illustrated that the Hurricane was one of the first 'multi-role combat aircraft', long before the term even existed, when a few of its aircraft were fitted with locally adapted bomb racks in January 1943. Fitted with either 250-lb depth charges or 250-lb bombs, the Hurricanes of **125 Sqn** flew anti-sub patrols until June 1943. No subs were sighted or attacked.

### Ski-Equipped Aircraft

Two Hurricanes were fitted with fix skis to test winter operations. Hurricane **1362** (which was a 'Battle Hurricane', as previously described in **Part 1** of this article) was the first aircraft fitted in what was a joint project between Canadian Car and Foundry and the Canadian government's National Research Council (NRC). Later, Hurricane Mk. XII **5624** was tested on skis by the RCAF's **Test and Development Flight** at Rockcliffe, Ontario during the winter of 1943. The skis were produced by Noordduyn Aviation Limited and a pair of skis survive and are on display with Hurricane Mk. XII **5584** at the Canada Aviation and Space Museum at Ottawa.



# RCAF Hurricane 'Stragglers'

This is the Editor's Cut of Jim Bates's HWE Hurricane photos - here are some nifty shots that didn't make the final cut

for Part 3 of his Hurricane articles. Hopefully some inspiration for your Canadian Hurricane modelling projects.



*"Scuse me, bye, but which way to St. John's?"*

A Hurricane Mk.XII of 127 (F) Sqn, at RCAF Gander, Newfoundland. F/O O.K. Morgan meets with soldiers of the Cdn Army's Lincoln and Welland Regiment in their Cdn Mk. I Universal Carrier (interestingly, fitted with a Bren gun for AA defence), May 1943. The 'Lincs and Winks' were despatched shortly thereafter to England in July 1943. (Library and Archives Canada photo PA-210166 MIKAN No. 3592489)

A416 is really Hurricane Mk. XII 5443. Its record card does not list it as RP modified, but it too is missing its carb air intake, normally found between the wheel wells. Lots of interesting detail here; mixed early markings (lower wings) and late markings (fuselage, with the best guess that the upper wings are Type B roundels), full 'buzz' numbers, yellow on the nose and tail, and in black under the wings. A416 was the serial applied to 5443 when it was assigned to Aylmer, ON, to indicate its non-flying status as an Instructional Airframe on June, 28, 1944. Note the original serial painted out with a lighter colour. The LIFT HERE marking in light-coloured paint is unusual. (Mark Peapell Collection.)

