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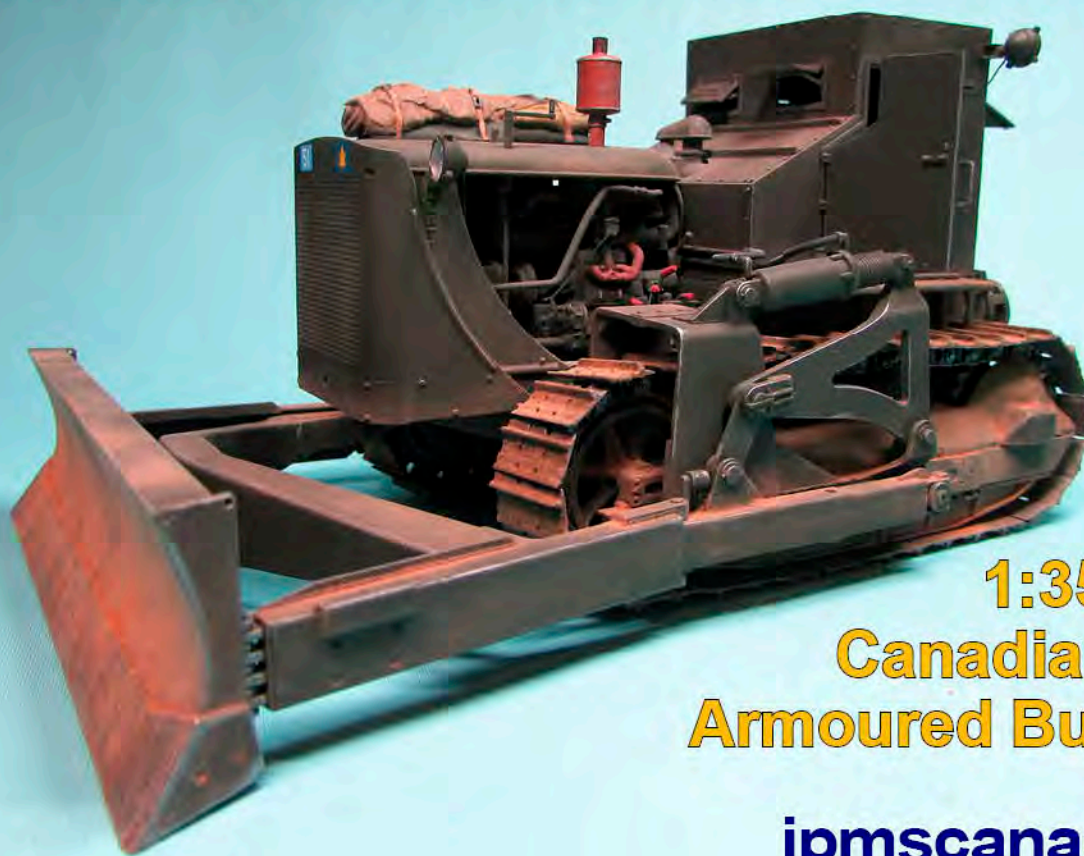
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**1:35 WW II  
Canadian Army  
Armoured Bulldozer**

[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, 1:72 CH-124 Sea King, 1:32 Mosquito, Air Canada B-727, 1:35 Cdn Army RG-31, 1:48 Macchi 205, 1:48 French Bf

# High-Viz Helo



## Revell's 1:72 CH-135 Twin Huey

by Massimo Santarossa  
IPMS Canada C#6052  
Calgary AB



Builders of Italeri's 1:72 UH-1N and CH-146 Griffon kits will be familiar with Revell's latest helicopter release, for it is in fact a re-box of the kit from Italy. The plastic found inside the end-opening box is therefore a known quantity, featuring white styrene with nicely engraved panel details and a minimum of flash. Because the kit offers two different modelling options, a close eye must be kept on the instructions and on your references to ensure one doesn't go down the wrong modelling road.

There are no secrets to building this model so most anyone will be able to tackle it right out of the box. For those of us with a touch of "advanced modellers syndrome" who just cannot leave well enough alone, some improvements can be made to the kit without too much effort or gnashing of teeth. Of course there is also the aftermarket industry if one really wants to go to town. In my case, I wanted to build a Canadian Armed Forces (CAF) CH-135 Twin Huey which required a few minor changes to the kit.

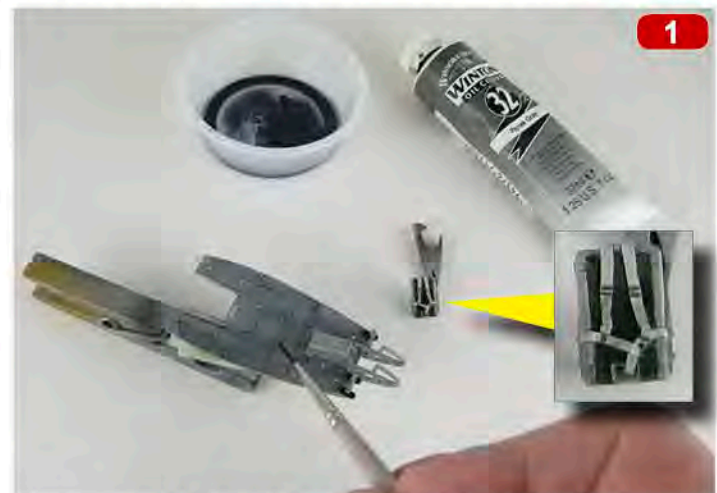
### Genesis of the CH-135

The UH-1N started out as a Canadian design proposal. The CAF had previously ordered the single-engined UH-1D (the classic Bell 'Huey' of Vietnam fame) but wanted something with the reliability and lifting power of a twin-engine helicopter. Utilizing a Pratt & Whitney Canada PT6T Twin Pac® powerplant, the UH-1N made its first flight in

April 1969, and Canada became the launch customer not long after. The CAF received the first of a fifty-aircraft order in May, 1971; serial numbers were 135101 to 135150. In US military service the helicopter was designated the UH-1N, while in Canada it was the CH-135. In the commercial world the Twin Huey was known as the Model 212, and it went on to world-wide fame, becoming one of Bell's best-selling products.

### Construction

As with most aircraft builds, this one started with the interior. It is a simple affair, going together quickly. Enough of it can be seen through the cabin windows, however, that time spent adding a bit of detail, such as replacing the



Adding lead foil seat belts, an oil wash, and some dry brushing are quick and easy ways to add lots of life to an interior.



# One Tough Caterpillar...



## A 1:35 WW II Canadian Army Armoured Bulldozer

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



### An Armoured Bulldozer?

The first armoured bulldozer was developed by the British during World War II. This was a conventional bulldozer fitted with armour to protect the driver and, to some degree, the engine. The armoured bulldozers were produced in preparation for the 1944 Normandy campaign with the anticipated tasks of clearing the invasion beaches of obstacles and quickly making roads accessible by clearing rubble, obstructions and filling in bomb craters. The Royal Canadian Engineers (RCE) during the Second World War (WW II) had a wide range of equipment to complete their missions, and armoured bulldozers were among them.

### The Kit

The kit is MiniArt release # 35188. It represents a Caterpillar D7 dozer with a

Mk. 2 armoured cab. The kit components consist of plastic parts moulded in light grey styrene, a small fret of photo etch, clear lenses for the headlights, and a nicely rendered decal sheet. The kit consists of 759 parts and many are very delicate. Lots of online comments discuss the breakage of the finer parts, either while still on the sprue or as they are being removed or cleaned.

Forewarned is forearmed and I carefully examined the fine parts and found a number of stress fractures and fine cracks. I addressed the problem by running a thin film of Tamiya Extra Thin Liquid Glue over the offending parts while they were still on the sprue. This seemed to repair and strengthen the fractures and cracks whereupon I only broke a couple of parts due to my clumsy handling during clean up. I did find that the sprue attachment points were on the thick side and my razor saw got a fine workout. The instruction booklet was easy to follow and used exploded view line drawings in 80 steps. All that being said, the detail in this kit is fantastic which makes for a complex build for the novice.

a D7 Armoured bulldozer pushing a Tiger II off a route in France 1944



# An Elegant Boeing 737-200



by Frank Cuden  
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Albert Lea, MN, USA



There once was a fellow in my modelling club who had a unique way of storing all of his accumulated kits. He'd remove all of the parts and place them in plastic bags without decals or instructions. Those, he had filed away elsewhere. When he passed on, back in the 1980's, his estate was practically giving away those bagged kits and I was able to acquire five of his Airfix Boeing 737 kits, sans decals and instructions. Over the years, I turned out four of them and this one is the last of the five. At this point I didn't need the instructions because I had built a number of them and was familiar with all the parts.

At some point during that same time period, I was buying aftermarket airliner decals. When I decided to build this kit, going through my stash, I came upon the old Rareliners aftermarket sheet for Eastern Provincial Airways (EPA), which to me, is one of the more elegant schemes from that time period. Nowadays, anything goes for airliner schemes; there does, however, remain an air of quiet elegance to the EPA markings. I was also able to come up with a set of Braz Models #B4KD28, Pratt & Whitney (P&W) JT8D resin replacement engines and a sheet of aftermarket decal windows, windshield, baggage doors, and passenger

doors for the kit. Both came from DrawDecals. In addition, there were two good black and white side profile photos of the aircraft on the Rareliner's decal instruction sheet. The Internet also provided me with two very good opposite side colour photos of the EPA 737 carrying the P&W JT8D's, so with all of the gathering completed, I began the project.

## The Build begins...

With the previous Airfix 737 kits I built, all had very ill-fitting passenger and baggage doors and this one was no exception. I began with **Fig. 1**, gluing the poor-fitting doors in place and adding sheet plastic and bracing from the inside to the left-rear door opening. Why, you may ask? Because that door was missing from the bagged



# Building Sweet's Small-Scale Gems:



## A pair of 1:144 FM-2 Wildcats

**by Massimo Santarossa**  
**IPMS Canada C#6052**  
**Calgary AB**



Sweet's kits provides for two models, the classic two-for-one deal. The mouldings are crisp, any sign of flash has been banished from the factory, and the engraved detail is simply amazing for such a small model, on par or better than some larger scale kits in fact.

The kit decals also score highly, being produced by Cartograph. The sheet provides for five different subjects, covering three different paint schemes. For a good contrast, one plane was to be finished in overall Dark Sea

Some time ago I had the opportunity to build two A6M2 Zero fighters from Sweet Models. As I recall, at the time I was not overly interested in building Japanese subjects and I was cool to the idea of working on a diminutive 1:144 scale single-seat fighter. After all, how much detail would be seen in such a small model? My preconceived notions could not have been more wrong. Those two Zero models were fantastic pieces of model engineering and a joy to build.

With those happy modelling memories still alive and well, I picked up another of Sweet's 1:144 scale kits on a recent trip to Japan knowing full well the pleasurable hours at the modelling bench that awaited me. For some variety, I chose the FM-2 Wildcat in order to build a couple of planes from the other side of the Pacific conflict.

I was not disappointed when I got the model home, as this rather small box packs quite the large punch. Each of



No need to spend time setting up the airbrush when basic detail painting can be done with a good old-fashioned paint brush.

1

# Building a Canadian Dream in 1:48 scale



## The CF-105 Avro Arrow

Part 2 of 2

By Richard Clairoux  
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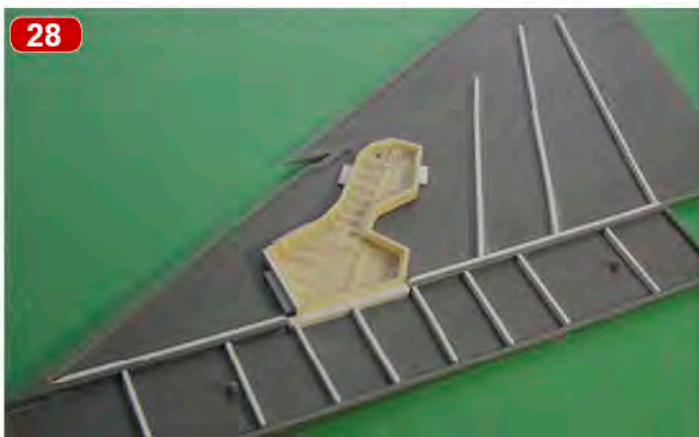


The resin main gear bays from MasterCasters added significant detail but they are very fragile; stiffeners were torn-off and had to be replaced with plastic strips. The upper wing had to be thinned from the inside down to 1:32" thick so they could fit-in! Additional cables & piping were added using copper and white metal wires (**Photo 29**).

We continue the author's Avro Arrow build that started in the last issue. Note that the photo numbering sequence continues on from Part 1.

### The Wings and Tail

Plastic beams were glued just like real wing spars to solidify the wing structure and upper fuselage (**Photo 28**).



The kit's mid-wing aerodynamic fairings are inaccurate and were sanded off. They would now consist of an Evergreen strip with a half-round shape on top (**Photo 30**). Both ends of the half-round were given sharp tips through careful sanding. Three small, oval-shaped fairings were added in front of the ailerons (**Photo 31**).