

RT

Random Thoughts



By
For Modellers

CANADA

The quarterly journal of the
International Plastic Modellers Society of Canada

**Best Canadian Subject
at the 2017 IPMS/USA
National Convention:**



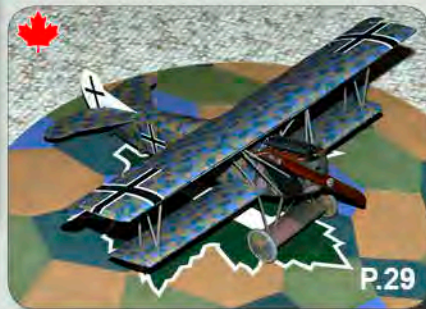
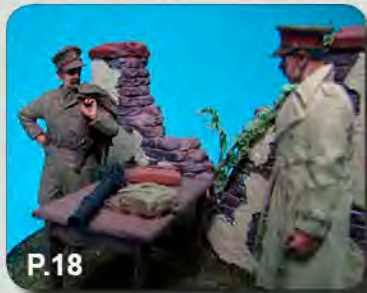
**a 1:12 scale Wolf
WR1 F1 Racer**

ipmscanada.com

In This Issue

- ◆ IPMS/USA 2017 National Convention
- ◆ 1:144 COD - Fox One's C-2A Greyhound
- ◆ Go Figure!
- ◆ OPERATION SCUPPERED - Building HMCS U-190 - an RCN Type IX U-Boat
- ◆ Fokker D.VII (OAW) 8493/18 in Canadian Service

Table of Contents



Editorial	3	1:144 COD - Fox One's C-2A Greyhound <i>Frank Cuden</i>	13
National Director	4	Go Figure! <i>Barry Maddin</i>	18
Chapter and Member Liaison	4	OPERATION SCUPPERED - Building HMCS U-190 - an RCN Type IX U-Boat <i>Ian Moore</i>	23
IPMS/USA 2017 National Convention	5	Fokker D.VII (OAW) 8493/18 in Canadian Service <i>Gary Barling</i>	29
<p><i>Cover Comment: Ron Britt of Mustang, Oklahoma, created a fabulous 1:12 scale Walter Wolf Racing 1977 WR1 F1 racer to win the IPMS Canada 'Best Canadian Subject' award at the 2017 IPMS/USA National Convention. Ron's model features many aftermarket parts, and we are hoping to feature the build as an article in a future RT. See page 5 for more on The Nats.</i></p>		Cartoons <i>Dave Fletcher</i>	3, 17, 28

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 M113A2, 1/32 Mosquito, 1/72 CH-124 Sea King, Air Canada B-727, Cdn Army RG-31, 1/48 Macchi 205, French Bf 109E, JG 54 Bf 109E,



Text by Steve Sauvé.

Photos by Steve Sauvé except where noted



The IPMS/USA 2017 National Convention took place in Omaha, Nebraska at the La Vista Conference Center. This is the second time that the Fort Crook Chapter of IPMS/USA and volunteers from other chapters ran the Nats out of this facility so it was a very well-run event. The two hotels attached to the conference center housed many of the attendees with a good number of overflow hotels very near the Nats location.

Although the Canadian content entry numbers were down

from previous years, we still found a total of 19 entries that qualified for the award. Our crack all-volunteer judging team went through them and eventually selected Ron Britt's spectacular 1:12 scale Wolf WR1 1977 Formula 1 racer as the most deserving model to receive the coveted IPMS Canada 'Best Canadian Subject' award.

Next year, in 2018, the IPMS/USA Nats will be held in Phoenix AZ; for 2019 it will be in Chattanooga TN. We hope to see you there!

IPMS/USA 2017 National Convention Best Canadian Subject Award Entries

AIRCRAFT - 1:72 & SMALLER

Scale	Description	Builder and location
1:144	Air Canada DC-8	Janyce Roy, IPMS Ottawa
1:144	CC-109 Cosmopolitan	Janyce Roy, IPMS Ottawa
1:96	TCA Viscount	Janyce Roy, IPMS Ottawa
1:72	C-45 Expeditor	Michael Roy, IPMS Ottawa
1:72	CH-113 Labrador	Janyce Roy, IPMS Ottawa
1:72	H-5 Helicopter	Michael Roy, IPMS Ottawa
1:72	Hurricane Mk.IIb	Rob Booth, Ingram TX
1:72	Mosquito racer	Carl Knable, Wheaton IL
1:72	P-51D Mustang	Steven Macey, Hudson WI
1:72	CE-144 Challenger	Pat Sidey, Oxford OH

AIRCRAFT - 1:48 & LARGER

1:48	CT 133 'T-Bird'	Rob Booth, Ingram TX
1:32	Spitfire Mk.VIII	Mark Heyendal, IPMS Ottawa
1:32	Mosquito Mk.VI	Jeff Cadenhead, Wichita KS

AUTOMOTIVE

1:12	Wolf WR1 F1 racer	Ron Britt, Mustang OK
------	-------------------	-----------------------

MILITARY VEHICLES

1:72	M151 MUTT	William Alcott, IPMS Toronto
1:35	M113 ADATS	Mark Glidden, Ladera Ranch CA
1:35	Leopard 2A6 Cdn	Danny Norman, Colorado Springs CO
1:35	LAV III Kodiak	Joseph Koenig, Virginia Beach VA
1:35	T17E2 Staghound	Erik Zabel, St. Paul MN

Sincere thanks go to the following members who participated in the selection of the IPMS Canada Best Canadian Subject Award

Recce Party - Tony Edmunson, Comox BC; Mark Heyendal, Ottawa ON; Al Magnus, Regina SK; Janyce Roy, Iroquois ON; Michael Roy, Iroquois ON.

Photography - David Knights, Louisville KY; Lindy Woody, Lebanon OR

Judging Team - Jim Bates, Seattle WA; Gerry Brennan, Toronto ON; Harold Homuth, Winnipeg MB; Wayne Holmes, Nelson BC; Steven Macey, Hudson WI; Duncan MacIntosh, London ON; Kerry Traynor, London ON; Warwick Wright, Richmond BC.

1/144 COD - Fox One's

FOX ONE
DESIGN STUDIO



C-2A Greyhound

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

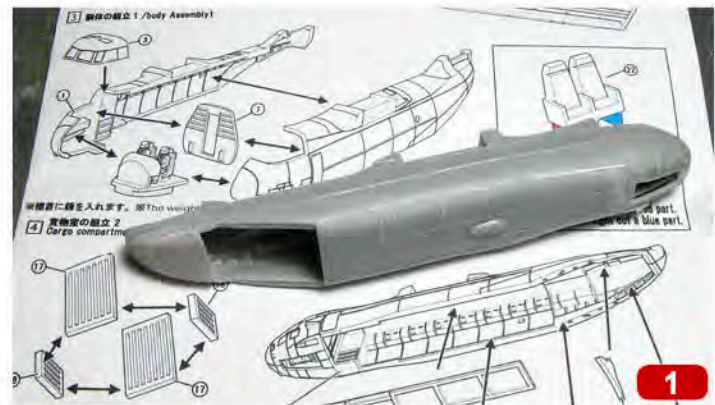


Introduction

Every once in awhile the modelling gods seem to grant a modeller's wish for a particular kit and, in this case, they provided me with two 1/144 scale kits of an aircraft I've long had an affinity for, and that I have wanted to build. That would be the Grumman C-2 Greyhound Carrier On-board Delivery aircraft (COD), a universal hauler of people and supplies for the US Navy. Although perhaps appearing ungainly to some, for some reason I see beauty in the plane that was derived from the E-2 Hawkeye tactical airborne early warning (AEW) aircraft.

The Procurement...

Good fortune smiled on me when a modelling friend sold both the 1/144 OzMods and Fox One resin kits of that airplane to me. He wasn't going to build them so with a good price arrived at I purchased them and began the builds. Subsequently Hobby Boss issued the Greyhound in 1/72 scale but with limited showcase space, I opted for the smaller kits.



Construction

As Fig. 1 shows, a complete interior is offered in the Fox One kit along with the folded wings option, both of which I decided to omit from the build. I wanted a Greyhound in my collection and given the almost five-inch wingspan of the model, not much could be seen of the interior, and the folded wing option would pretty much hide the fuselage. A clear piece is provided so the windows could be masked when painting the fuselage, however, given the scale and small size of the model, I elected to use black decal to depict them. I buttoned up everything and Fig. 2 shows the basic kit parts along with the completed basic airframe. Referring to the instructions and photos saved me from gluing the vertical tail planes on upside down as I almost did. Some

Go Figure!



The author's Staff Officer vignette was awarded a Silver medal at the 2016 CAMS in Fredericton NB.



By Barry Maddin
IPMS Canada C#6000
Truro NS



One of the most challenging aspects of armour modelling is figure painting. Most of us build and paint great models but struggle when it comes time to add a figure. I always like to add figures to my models to give the object some scale and add interest to the subject. As I also like to build dioramas, adding figures is a must.

Today there is a very large selection of figures available for almost any subject from a wide range of manufacturers. Working mostly in 1/35 scale there are lots of figure kits or stand alone figures to choose from. Additionally separate heads and hands are available to modify kit figures and providing a wider range of expressions and unique figures.

Figure painting is an art unto itself and in this article I will cover the method I use to make reasonable figures without being a figure artist. Figure painters will debate the virtues of using oil paint or acrylics for figure painting however I prefer to use oils for the flesh tones and acrylics for the rest.

The Subjects

I was asked to do two figures for a friend and I had two of my own that I wanted to paint up for an entry in a competition. My friend provided me with the Mk35 figure # F195 - Man with Hand on Head, which I will refer to as 'The Worker' and # F120 as 'The Grocer'. My figures were from the D-Day line # 35035 WW I British Tank Corps Staff Officer and # 35022 WW I British Tank Corps Sergeant. These resin figures are well defined and require very little cleanup other than removing the pour plugs and cleaning up a small amount of flash. The D-Day figures had crisper details and the arms and heads fit with no need of filler. The Mk35 figures were a little softer in detail and The Worker's arms needed a little filler at the shoulder joint (Fig. 1). With The Grocer I broke the broom handle at the broom head





OPERATION SCUPPERED



Building HMCS U-190 - an RCN Type IX U-Boat

by Ian Moore
IPMS Canada C#0018
Halifax, Nova Scotia



Revell recently released a 1/72 U-Boat Type IX C (U-505-Late), kit 0389. With some effort this can be built as a Royal Canadian Navy U-Boat. The story of the RCN's U-Boats is well told in *"The Canadian Submarine Service in Review"*, by J. David Perkins, published by Vanwell in 2000.

My uncle had been the executive officer of the **HMCS Inch Arran**, a frigate which escorted U-889 to Shelburne, Nova Scotia, after her surrender at war's end. U-889 was a standard Type IXC and could be built straight from the box with the addition of the schnorkel mast and, as described later in this article, for U-190. U-889 was later turned over to the USN in January 1946 and was sunk as a target in late 1947.

Page 117 of Perkins' book tells the brief story of U-889 and U-190. Both were type IXC's and were transatlantic boats that had been among those to roam the east coast of Canada and the USA during the war. U-190 was the boat that lurked off the Halifax approaches in April 1945 and sank the Bangor-class minesweeper **HMCS Esquimalt** (*Editor's note - an article on the HMCS Esquimalt was published in RT Vol.38, No.2*). The story is also related in Chapter 64 of *The Canadian Naval Chronicles 39-45*, by Fraser McKee and Robert Darlington. Additional information is mentioned in *"The Blue Water Navy"* published by Vanwell. It is Volume II of the official operational history of the RCN

compiled by Douglas, Sarty and Whitby.

Both U-190 and U-889 surrendered at war's end in mid-May 1945 off Nova Scotia and Newfoundland respectively. Several months later in Halifax they were commissioned into the RCN to be used for trials. U-889 was passed to the USN six months later. U-190 was repainted in RCN Grey and manned by a mix of RN and RCN reservists and submariners. She did a postwar tour of ports as far as Montreal.

There is a picture of HMCS U-190 during **"Operation Scuppered"** in Perkins' book. This was the code name for the disposal of Canada's only remaining Type IX U-Boat when the RCN sunk her on Trafalgar Day, 13 October 1947.

The book picture and its enlargement, found on an internet search, indicated that the Navy did not want to miss its target and had repainted the U-Boat in bright yellow sides and tower with bright red stripes on the waterline and deck casing. This aided the first aircraft rocket salvo to hit, and she sank almost before the ships that were join in the attack had a chance to do so. Ironically she sank very close to the remains of **HMCS Esquimalt** and within five miles of Chebucto head and approaches to Halifax.

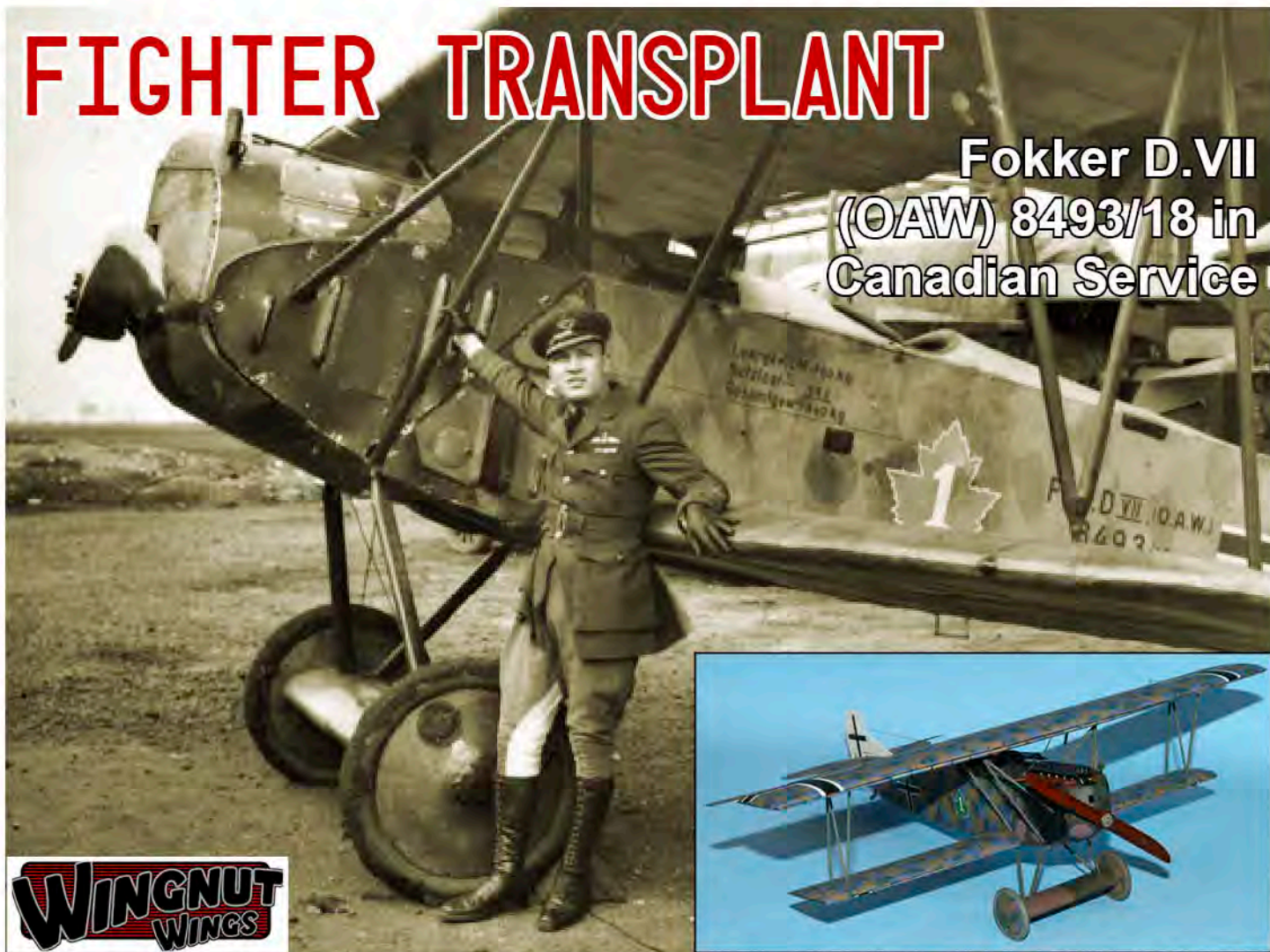
The Revell Kit

The Revell kit in 1/72 scale is large. Regrettably, to model U-190 some changes are necessary. When I previously built my Type VII U-Boat kit, I spent considerable effort in opening up all the limber holes, as well as the deck gratings, adding extensive photoetch grates, brass rails, etc. With the



FIGHTER TRANSPLANT

Fokker D.VII
(OAW) 8493/18 in
Canadian Service



WINGNUT
WINGS

by Gary Barling

C#0014

Ottawa Valley Plastic Modellers
Petawawa, Ont.



Background

"By the end of the Great War, military aviation had come of age and was recognized as a vital part of modern warfare. The Armistice of November 11th 1918 required the German Army to surrender its most potent weapons of war, which included 792 Fokker D.VIIs surrendered to the British, French, Belgian and American armies. From a Canadian perspective, the First World War was a pivotal moment in terms of establishing a sense of nationhood. Thousands of Canadians fought with distinction in the British flying services during the war. On the ground, the Dominion of Canada fielded its first Army-sized formation – the four, over-gunned divisions of the Canadian Corps. To publicize this significant contribution to the allied war effort, Lord Beaverbrook created a public relations machine called the Canadian War Records Office (CWRO). Drawing largely on spoils of war surrendered after the Armistice, Doughty

amassed an artefact collection including nearly fifty aircraft.

During the opening months of 1919, the Royal Air Force and the American Expeditionary Force (AEF) were persuaded to share a portion of their aeronautical booty with Canada. In February and March of 1919, the recently formed Canadian Air Force (CAF) took possession of twenty Fokker D.VIIs from the RAF. The original intent was for the CAF to pack the aircraft for shipment to Canada, but No. 1 Fighter Squadron also flew them extensively alongside their standard British service machines. In part, this was because the experienced Canadian airmen felt that the D.VII was superior to their issued Sopwith Dolphins." (Reference 3)

The Aircraft

The legendary Fokker D.VII was designed by Reinhold Platz of the Fokker-Flugzeugwerke. Germany produced around 3,300 D.VII aircraft in the second half of 1918. In service with the Luftstreitkräfte, the D.VII quickly proved itself to be a formidable aircraft due to its excellent maneuverability at high altitudes. The Armistice ending the war specifically required Germany to surrender all D.VIIs to the Allies. Surviving aircraft saw continued widespread service with many other countries in the years after World War I.