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**1:72 CAF
M113A2 APC**

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Cover Comment: *Calgary's Massimo Santarossa tweaked the Trumpeter 1:72 M113 kit to produce a very fine rendition of a Canadian Armed Forces vehicle as it would have looked during its deployment to the Former Yugoslavia. See page 21 for the build.*

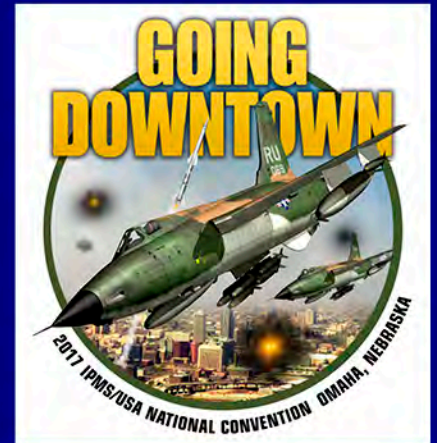
Future Articles...

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



The Winner!



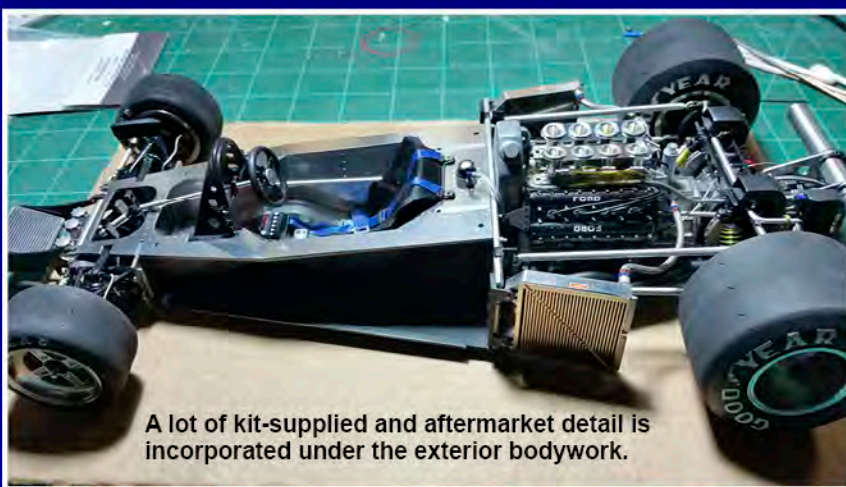
A few details of Ron Britt's IPMS Canada 'Best Canadian Subject' award winning 1:12 Wolf WR1 model from the IPMS/USA 2017 National Convention in Omaha, Nebraska

by Ron L. Britt
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I was motivated to build this particular model for several reasons. First off was that I wanted to build a large-scale kit. Second was that the kit was manufactured by Tamiya.

I had previously built a couple of the other Tamiya 1:20 scale F1 kits and was familiar with their detail and quality. So I decided to look into their kits a little harder. What I discovered was that some of the Tamiya large-scale F1 kits had quite a few aftermarket metal parts offered by different manufacturers; the 1977 Wolf WR1, however, had the most out of all of them. This was a huge plus for me because I have never been satisfied with model paint to give an



A lot of kit-supplied and aftermarket detail is incorporated under the exterior bodywork.

authentic look of bare aluminum parts.

In my younger years I had watched the WR1's driver; all I can say is that South African Jody 'Madman' Sheckter was quite a colourful individual.

Then there is the car itself. With its beautiful paint scheme, I was hooked. From there the aftermarket parts accumulation began and the modelling project got underway...



Experimental Camouflage

1:48 JG 53 Bf 109 E-3

by Jim Knight
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History

Many of us that have built German aircraft have seen the wide variety of camouflage that they used pre-war and during the war, and, especially the Jagdgeschwadern 53 and 54 in Russia, with the browns and greens added to the standard aircraft camouflage during the war.

This aircraft that I built is a Bf 109 E-3 that was flown by Uffz. Stefan Litjens, Wiesbaden-Erbenheim. The aircraft was painted in the experimental scheme used in JG 53 in the autumn of 1939 till the spring of 1940. These colours

were comprised of RLM 71, 70, 65, 02 and a mix of 71/02 as a fifth colour in a splinter pattern.

Kit and the Build

The kit that I used for this build is the 48th scale Tamiya kit of their Messerschmitt Bf 109 E-3 #61050 (Fig. 1). This is a great kit that goes together really well and is a relaxing build. The decals are Hussar #48D001 and the only thing I replaced was the kit seat with one from Ultracast set Early Me 109 Seats.

Once opening up the box I started by removing all the cockpit parts and the fuselage sides. The seat base was glued into place along with the control stick, rudder petals and the front bulkhead. The trim wheel and oxygen bottle were next glued into place. These were then primed along with the instrument panel and seat with Mr. Finishing Surfacer 1500 Black (Fig. 2).



Cushman Model 39 Package-Kar



1:72



somewhat soft. After gluing the two cover pieces together I removed the tail light and bezel and filled the depression with plastic and smoothed everything with some filler. (Fig. 1) A pair of disks punched from plastic sheet made a new bezel. (see Fig. 6, later in article)



by Al Magnus,
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Regina Scale Modellers,
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Airfix of late has been coming out with some very nice kits. Though they are primarily aircraft, a few are of interest to us members of the land-hugging crowd. One of the nicest releases in their new line is the 1:72 scale WWII USAAF Bomber Re-supply Set (kit no. A06304). It comes with a variety of ground support items like trailers, bombs and vehicles, one of which, the Cushman was of real interest to me. Knowing nothing about Cushman vehicles I figured I should at least find out what this little vehicle was called. As best as I can tell from my various web searches, it is a model 39 Package-Kar.

Now I could have built this in a military livery but what I really wanted was to make it as a civilian vehicle to enter in our local club's model car contest. For this I had no shortage of ideas, as the web is littered with numerous photos of Cushmans that have been converted for various roles. One I found particularly appealing, a conversion to a small bed-style carrier. For my build I didn't want to make an exact duplicate, just a reasonable facsimile that was more suited to my basic scratch building skills.

The building starts...

First of all, the base kit is quite small and comprises only 11 pieces, so with such a small parts count I figured I could devote more time towards modifications.

I started at the rear tail light. It is moulded directly to one side of the cover. The fit isn't the best and the detail

Next came the face of the engine cover/ seat combination. Airfix moulded this with a solid face. On the real vehicle there is a square opening that exposes the engine.

I marked and cut out the necessary plastic. (Fig. 2 & 3) To fill the now conspicuous void I built a quick and dirty one cylinder engine from some rectangular plastic rod, thin plastic sheet and a cylinder shaved from a surplus aircraft radial engine. An exhaust system was fashioned from plastic rod for the muffler and tail pipe, and a short length of copper wire was bent into shape for the remainder of the pipe. Engine detail was kept to a minimum since it will be barely visible once it is put inside the cover. I also added the little platform the engine rests on.

(Fig. 4) Now that the frame part was off the sprue I also addressed the steering column. The kit part is on the thickish side with soft detail. A scratchbuilt column was made from plastic rod and copper wire, using the kit's column as a template. Handle grips were made from super glue dipped into baking soda a few times until



A 1:72 CAF/UN M113A2 APC



by Massimo Santarossa
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The M113 Armoured Personnel Carrier (APC) has been a fixture of the modern battlefield for more than five decades. Designed in the 1950's by Food Machinery Corp (FMC) in the USA and entering production in 1960, more than 80,000 M113s and M113-based vehicles have been produced, seeing service in all corners of the globe with numerous countries. Beginning its life as a troop carrier, the M113 family of vehicles has been built in many different variants and further modified again by each country that has employed it.

Canada took delivery of its first vehicle, the M113A1 (the diesel-powered upgrade of the gasoline-powered M113) in 1965, eventually acquiring more than 1100 units.

Canada purchased from FMC in the 1964-1968 period the M113A1, M548 and the M577A1. The Lynx does not have an 'M' number as it was not adapted by the US military and is a separate vehicle type that was not part of the M113 series. In the early 1990s DND purchased some additional M113A2 vehicles from UDC in order to augment the M113A1 series that was in the process of being upgraded to A2 status.

Despite now being years older than the crew who operate

it, the M113 family is expected to remain in Canadian military service until 2020.

A Miniature M113A2

It is hardly surprising then that such a ubiquitous AFV can be easily found on display at most model contests and on the shelves of many a modeller. The vehicle can be readily built in 1:35 and 1:72 scale, and most any version can be produced straight from the box or via a conversion set. As I have something of an affinity for Canadian subjects, and I like to work in the one true scale, modelling an M113 was something that has always been on my 'bucket list'.

For this first M113 project (there will be others) I chose to build a standard M113A2 APC. That is not to say that I was satisfied to build the model straight out of the box, far from it. Along the way after market parts would be used as well as a number of scratch built pieces in order to create what would hopefully approach something representing a Canadian vehicle.

There are two 1:72 kits of the M113 readily available on the market, one from Italeri and the other from Trumper. Both have pros and cons to them, but in the end I settled on the one from China. I settled on two kits in fact, the M113A2 Medivac APC would serve as the base kit while the ACAV version provided the commander's gun shield. My goal was to build a vehicle that served in Kosovo while on UN peacekeeping duty in the 1990s.



Canada's M113A1's



In a similar configuration to Massimo Santarossa's model build found in this issue, these M113A1 APCs show a lot of character and detail for this UN deployment and colour scheme in the former Yugoslavia. DND Photos

by **Ed Storey**
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(Editor's note: Due to page space constraints Ed's article will discuss only the M113A1 family, and not the later 'A2', 'A3' and MTVL upgrades in CAF service)

The M113 family acquired by Canada from 1964 to 1968 included the basic M113A1CDN Armoured Personnel Carrier (APC), the M577A1CDN Command Post, and the M548A1CDN Cargo Carrier. All vehicles were manufactured by Food Machinery Corporation (FMC) Ordnance Division at Santa Clara, California.

The Canadian Army eventually purchased more than 700 vehicles, mostly M113A1's, in two contracts, in 1964 for 442 vehicles and 352 vehicles in 1965.

(Although not a direct M113-derived variant, the Lynx Command and Reconnaissance vehicle deserves a mention here. A total of 174 units were purchased to fill the armoured reconnaissance role domestically and with Canada's NATO force stationed in then-West Germany. The Lynx used many M113A1 components such as the powerplant, running gear and tracks, which eased the logistics and support demands.)

All M113 vehicles were capable of mounting a machine gun. Normally, this was a Browning M1919A4 general-

purpose machine gun (GPMG) although, later on, the Browning M2HB (Heavy Barrel) 0.50" calibre heavy machine gun was also used. The M1919A4 was a 0.30" calibre air-cooled, belt-fed weapon, and had an effective range of 1,530 yd (1,400 m). In the late 1960's, it was converted to fire 7.62 mm NATO standard ammunition and was then referred to as the C5 GPMG. The M2HB was a 0.50" calibre, air-cooled, belt-fed heavy machine gun, and had an effective range of 1,970 yd (1,800 m). Either weapon with its ammunition box could be mounted on the machine gun mount attached to the commander's cupola. Up to 2,500 rounds of 0.30" calibre/7.62 mm ammunition, or 2,000 rounds of 0.50" calibre ammunition could be stored in metal boxes under the personnel seats.

Since 1964, Canadian M113A1's and their many variants have been a common sight in Canada as well as on the roads and training areas of West Germany. When not used for training exercises in Canada, their amphibious capability has been employed in helping Canadian communities during times of flooding. In Germany they formed the bulk of the armour within 4 Canadian Mechanized Brigade Group (4 CMBG) and were a common sight on the roads or during training exercises, strategically positioned near gasthofs (German pubs/taverns) within the Canadian area of operations. Canadian M113A1's were also used in UN peacekeeping missions, first in Cyprus in 1974 when M40A1 106 mm recoilless rifle-armed versions were sent from the brigade in Germany to provide some light armour muscle to the Canadian contingent as they negotiated and held the buffer zones between the Greek and Turkish belligerents. The second time was in the Former Yugoslavia

