

RT

Random Thoughts

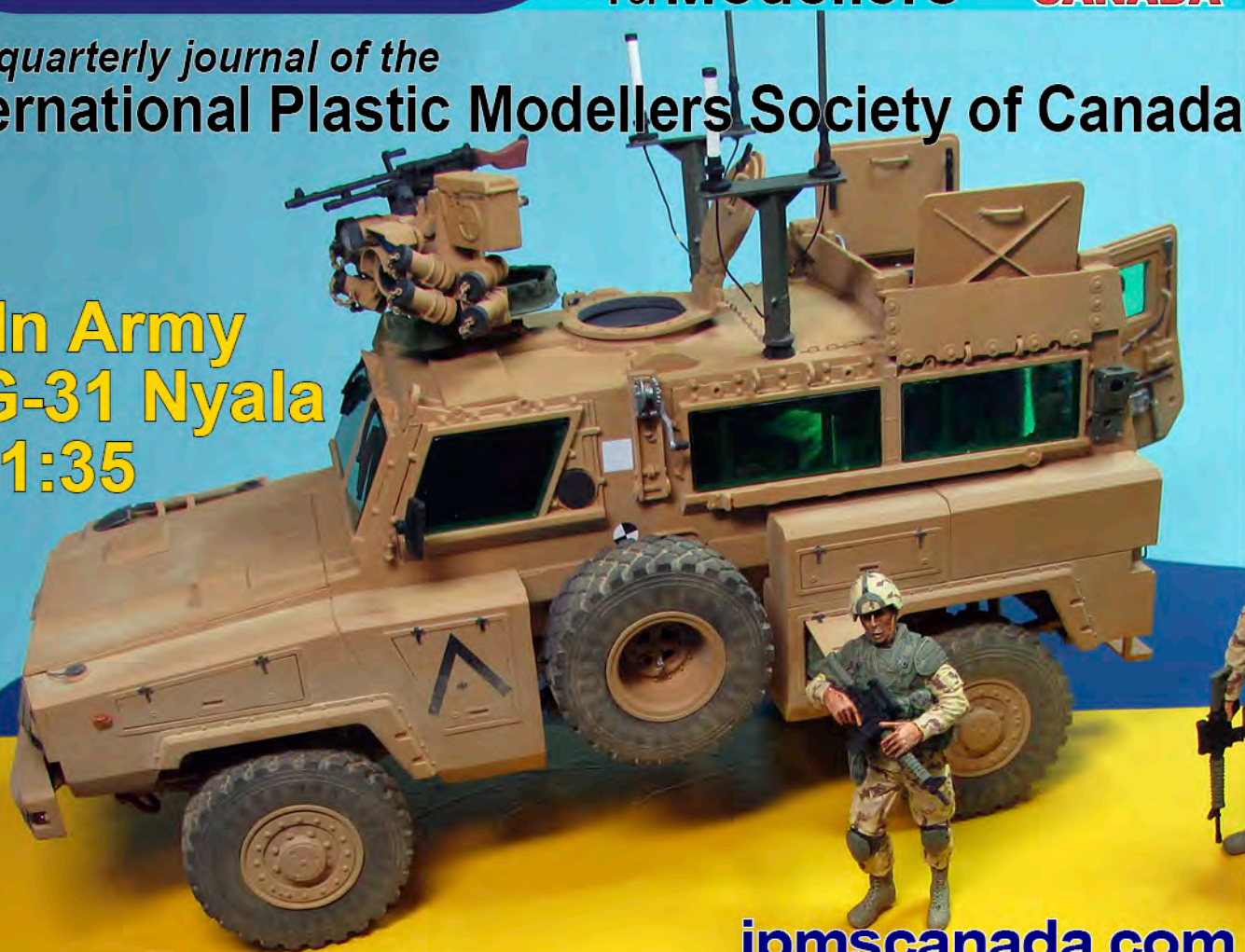


By
For Modellers

CANADA

The quarterly journal of the
International Plastic Modellers Society of Canada

Cdn Army
RG-31 Nyala
in 1:35

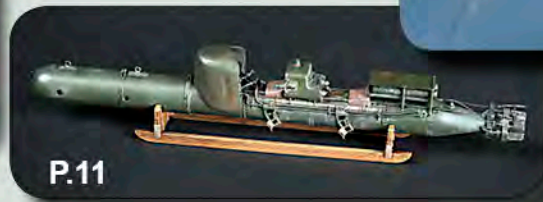
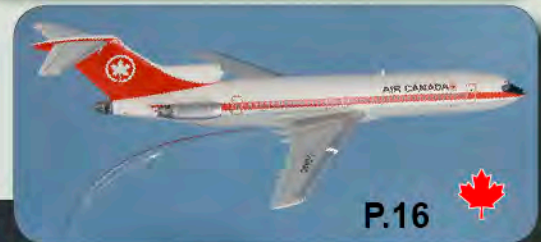


ipmscanada.com

In This Issue

- ◆ 1:72 Spitfire PR.XIX
- ◆ 1:35 'Maiale' Italian Man-driven Torpedo
- ◆ 1:144 Boeing 727 - Airfix's '3-Holer'
- ◆ 1:35 RG-31 Mk3 'Nyala' build article
- ◆ RG-31 Mk3 Nyala reference article

Table of Contents



Editorial	3	Boeing 727 - Building the Latest Release of Airfix's '3-Holer' Massimo Santarossa, Calgary AB	16
National Director	4	RG-31 Mk3 'Nyala' Barry Maddin, Truro NS	21
Chapter and Member Liaison	4	RG-31 Mk3 Nyala Ed Storey, Ottawa ON	30
Spitfire- Colour Me Blue! Frank Cuden, Albert Lea MN	5	Cartoons Dave Fletcher	3
S.L.C. 200 'Maiale' Italian Man-driven Torpedo Glenn Cauley, IPMS Ottawa	11		

Cover Comment: Barry Maddin, of Truro NS put a lot of effort and skill into producing a great-looking replicas of a Canadian Armed Forces RG-31 Nyala as used in Afghanistan. See page 21 for the build article.

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, 1:32 Mosquito, SM.74 vacuform, 1:72 Matilda, 1:72 CH-124 Sea King, 1:48 Macchi 205, 1:48 French Bf 109E, CH-47 Chinook, 'Buddy Holly' Bonanza



1:72



Spitfire- Colour Me Blue!

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



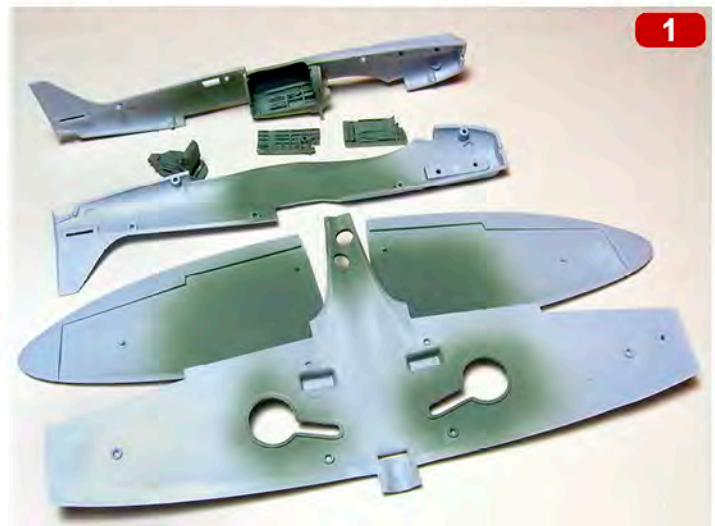
I've built a few Spitfires over the years but none like the recently-released 1:72 scale Airfix Spitfire Mk. XIX photographic reconnaissance version. I mean, it's not like we modellers have few choices when it comes to that elliptical-winged saviour of Britain during the early and dark days of World War II – far from it. Kits of all sorts are available in all scales so it's just a matter of choice. Schemes abound and can be found both on kit decal sheets and in the aftermarket arena. Flying restorations of them these days far exceed full squadron strength, and so, currently, they continue to grace the skies world-wide.

The Inspiration

So what drew me to this particular model? Why, of course, the distinctive overall PRU Blue colour scheme. Throw in fuselage invasion stripes on this reconnaissance version, and the recipe for a satisfying kit build was at the ready for me. The re-issued Airfix kit is a beaut and clear instructions facilitate the kit coming together easily. Not being an out-of-the-box builder, I invested some shekels in the Pavla cockpit and external aftermarket set for the Airfix Spitfire PR XIX, #U 72-111 along with Xtradecal's Supermarine Spitfire PR. Mk. XIX #X72105.

Construction Begins

I began the build by spraying Testors Model Master RAF Interior Green on the Pavla and kit components, **Fig. 1**. Two detailed sidewalls, a replacement seat, cockpit tub and instrument panel lent themselves well to the fuselage halves, **Fig. 2**. A little 'coaxing' was necessary to get everything to fit correctly. Careful detail painting and the addition of a flare container made from plastic strip with holes drilled to accommodate the flares themselves was glued to the lower front of the seat pan and gave me a 'passable pit' overall. Shoulder and seat belts came from an Eduard set, however, were I to do it over, I would have animated the belts a bit by 'crinkling' them to better



S.L.C. 200 'Maiale' Italian Man-driven Torpedo

1:35



By Glenn Cauley
C#1159
IPMS Ottawa, Ontario



The moulding is fairly crisp with minimal flash, and plastic quality is good, though a bit on the soft side. Moulded details are fairly simple, but in some places were lacking or just plain incorrect. I knew that a little bit of time & effort spent on scratch building would make this a truly wonderful model.

Introduction

The 'Maiale' Italian man-driven torpedo was created in 1935 and was based on a standard 533 mm (21-inch) torpedo, with detachable warheads clamped to the front. The two operators, clad in underwater suits & breathing gear, sat astride the Maiale and operated the controls to guide it to their quarry. Once in position below the keel of the target ship, the operators strung a steel cable between the ship's bilge keels, detached the warhead, and hung it on the cable. After activating the warhead detonation timer, the operators returned to their waiting Maiale and left. The explosion from the 230 kg Tritolital (also known as Torpex) warhead was enormous, crippling the ship.

Kudos to Italeri

Italeri makes some very interesting kits of 1:35 naval subjects, and their kit #5605 S.L.C. 200 'Maiale' is no exception. The kit is fairly simple, with only 48 plastic parts (including two operator figures), 21 photo-etch (PE) parts, and a small clear acetate sheet. The kit includes a wonderful Photographic Reference Material booklet containing numerous clear, detailed photographs. The instructions are easy to understand, and feature greyscale pictures of kit parts being assembled.

Planning the Build

After reviewing the kit and numerous photographs, I planned to make some improvements:

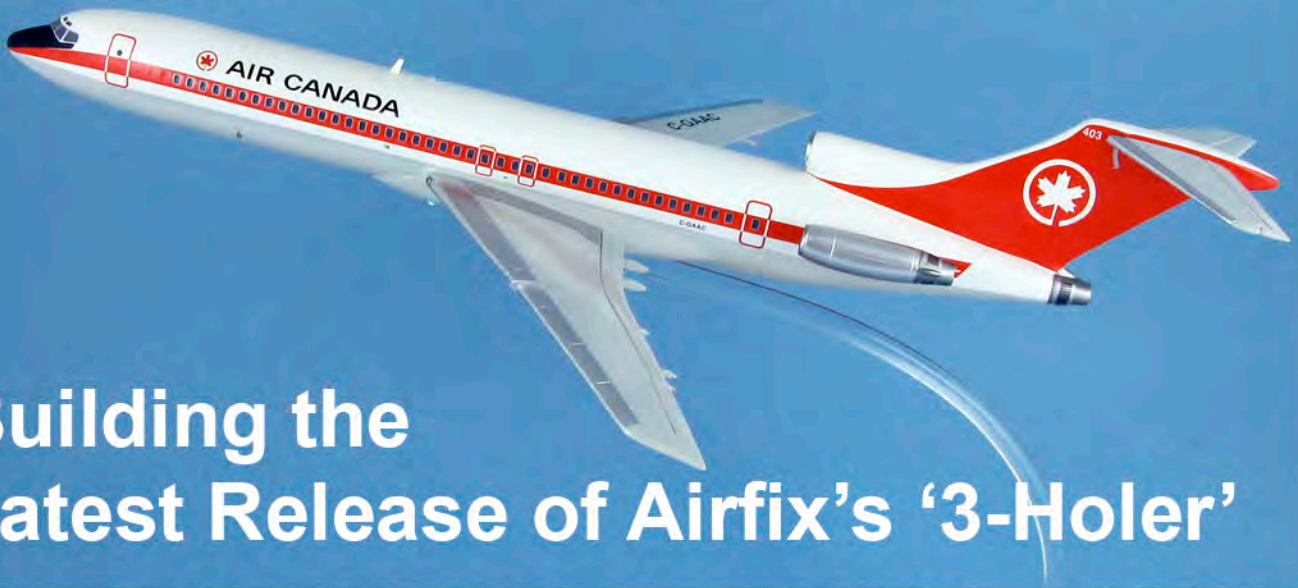
- ◆ Remove & replace all moulded-on hose & conduit details
- ◆ Reshape the forward shield
- ◆ Add details to the rear tail planes
- ◆ Build a spare air tank rack
- ◆ Try different weathering techniques



Assembling the Body

The 'torpedo-ish' main body of the Maiale consists of three large pieces: left & right body halves, and a top section containing the crew seats. These parts went together easily, with only minimal seam filling required. I chose to install the long warhead, composed of two cylindrical halves and a

AIRLINER REVISITED



Building the Latest Release of Airfix's '3-Holer'

by Massimo Santarossa
IPMS Canada C#6052
Calgary AB



The Boeing 727 holds special meaning for me as it was the first jet airliner I flew as a pilot. Equally, the Airfix kit is special as I have been building it for many years. Both are classics, and both have been around for about the same amount of time. There are those out there who will criticize the Airfix kit on several levels, with some justification, but the fact is that it does look the part.

There is no denying, however, that the kit is old. The model's lineage can be traced back to the 1960's, and this latest release has 1988 stamped on its parts. There is flash here and there, mould seams on most parts, a few technical errors and of course raised panel lines. This is

still a good kit, however, needing just a little help to bring it up to current standards.

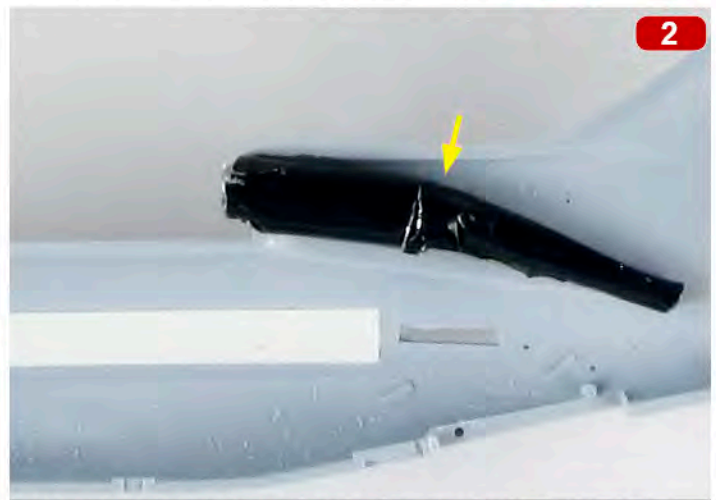
Weapons of Mass Construction

To get the exterior surface ready for its facelift, the cabin windows were sealed shut with plastic card from the inside and then putty was applied to fill in the holes (Fig. 1). Two-part putty works best for this type of job as it suffers from minimal or no shrinkage at all, and takes paint and primer well. Other putties, like Squadron White, will also work but usually need two coats.

Looking into the No.2 (centre engine) intake one finds a rather hollow space, thus an S-duct was fashioned out of lead foil to lend some intrigue to this area. (Fig. 2)



1
It is not enough to simply put putty in the window openings. A solid backing needs to be added, lest the putty just fall into the model, thereby accomplishing nothing.



2
The plastic inside the centre engine intake was thinned and shaped using a rotary tool. After having formed some lead foil around the handle of a hobby knife, it was shaped into an S-duct for the number 2 engine.

RG-31 Mk3 'Nyala'



1:35 scale

By Barry Maddin
IPMS Canada C#6000
Truro NS



(Editor's note: the author's RG-31 was entered in the CAMS (Capital Area Modellers Society) 28th Annual Spring Classic Model Show in Fredericton, NB on 28 May 2016 and won a Gold medal and the Best in Category in Military Light Class at the show.)

Vehicle History

In November 2005 the Canadian government contracted General Dynamics Land Systems Canada (GDLS-C) to supply 50 RG-31 Mine Protected Vehicles, with an additional 25 vehicles being procured from BAE* in 2006. With a combat weight of 8,400 kg (18,900 lbs) the RG-31 Mk3 4 x 4 Mine Protected Armoured Personnel Carrier (APC) is built from an all-steel welded armour monocoque hull. This is typical of South African mine-protected vehicles,

** At the May 2016 CADSI show in Ottawa your editor had a very pleasant chat with a very pleasant BAE representative. The rep acknowledged that, although it used to stand for British Aerospace or British Aerospace Engineering, today the letters 'BAE' don't really stand for anything except being the three letters that form the company name today. True story, as the kids say...*

providing excellent small-arms and mine blast protection; the RG-31 is designed to resist a blast equivalent to two 'stacked' Soviet/Russian TM-57 Anti-tank mines detonating simultaneously.

The Kongsberg PROTECTOR M151 Remote Weapon Station (RWS) equipped with a day and night sighting system, which allows the operator to control and fire the weapon while remaining protected within the vehicle, was integrated into the Canadian RG-31 Mk3 platform.

The Kit

Kinetic kit # 61010 represents the Canadian RG-31 Mk3 (Fig. 1), offering 203 parts moulded in tan-coloured sty-



RG-31 Mk3



Nyala

by Ed Storey
IPMS Canada C#2712
Ottawa ON



Early version of Mamba being demonstrated to senior UN staff in Zagreb, Croatia, spring 1994. C258-21
W.E. Storey Collection

having seen service in Bosnia with Canada's NATO SFOR (Stabilization FORce) contingent.

History

The Canadian military's employment of mine-resistant ambush protected (MRAP) vehicles began with the Mamba. The original Mamba 4 × 2 (a four-wheeled vehicle with two 'powered' wheels) vehicle was developed in South Africa by Mechem Consultants, part of the Denel Group, and a number of production vehicles were manufactured. Further development by Reumech OMC (Olifant Manufacturing Company) resulted in the Mamba Mk2 (4×4) (a four-wheeled vehicle with four 'powered' wheels), which was some 70 mm higher than the earlier two-wheel drive version. The Mamba was named after the feared, fast-moving venomous snake native to various regions in sub-Saharan Africa.

Between 1993 and 1997 a total of 653 Mamba vehicles were manufactured for the South African domestic and export markets, with production ranging from three vehicles a week up to four vehicles a day. Canada purchased three Mamba Mk2 vehicles from Reumech in 1999 for Combat Engineer reconnaissance tasks. After a relatively short service life they were disposed of in 2006, with at least one

Mamba Mk2 Details

The monocoque V-shaped hull of the Mamba Mk2 was of all-welded steel armour construction; this provided a very high degree of protection against anti-tank mines as well as small arms fire and shell fragments. According to the manufacturer the standard Mamba Mk2 steel hull and armoured glass provided protection against NATO 5.56 mm × 34 mm and 7.62 mm × 51 mm standard ball ammunition, with optional additional protection against NATO 7.62 mm × 51 mm armour-piercing ammunition. The vehicle's protection level also included resistance or protection from:

- ◆ a single anti-tank landmine detonation under any wheel station
- ◆ a centre-hull detonated anti-tank landmine
- ◆ mortar/artillery shell fragments
- ◆ incendiary devices and limpet mines

If required by the customer, the Mamba's windows could also be provided with integral firing ports.

The drivetrain and suspension of the Mamba Mk2 was from

