

# RT

## Random Thoughts



**CANADA**

By  
For **Modellers**

*The quarterly journal of the*  
**International Plastic Modellers Society of Canada**



**Decal subjects in  
this issue**



Members' Bonus  
in this issue

**Free decals!**

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<p><b>Cover Comment:</b> <i>Current IPMS Canada members are receiving a free decal sheet that covers the five aircraft shown: a Norseman, an RCAF Yale, an RCAF Expeditor, a USAAC XP-40 and an RCAF Spitfire Mk. I</i></p>		Cartoons <i>Dave Fletcher</i> .....	12

### 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

I've been Working on the Railroad...



# A 1:35 Reichsbahn BR 52 Locomotive



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



During WW II, Germany found that they required a greater number of locomotives to meet their war time needs. Due to manpower and material shortages a new locomotive was developed based on the Reichsbahn BR 50 class locomotive. The resulting BR 52 was a simplified version of the BR 50 but with 1000 fewer parts and about 3000 other parts simplified and with the build time reduced by 6,000 hours. The first one was completed at the workshops of Borsig, Berlin in September 1942. The BR 52 had an axle load of 15 tonnes with a maximum speed of 80 km/h forwards or backwards making its performance as good as the Class BR 50. During the war 6300 BR 52's were built with the locomotive continuing to be used today.

## The Kit

The kit is the 2005 release from Trumpeter # 00210 Baureihe 52 Mit Steifrahmentender or simply, BR 52 with rigid frame tender (**Fig. 1**). The instruction booklet is 36 pages long with well thought out exploded view line drawings. The parts come on 17 sprues of light grey plastic; a sprue of clear parts and a small fret of photo etch. I found the mould



lines to be rather prominent and some parts suffered from mould misalignment leaving a step that had to be sanded down. There are a number of ejector pin marks that have to be dealt with as many are visible when everything is assembled. Having said that the detail on the parts is very well done with crisp definition on the bolt and rivet heads. Additionally there is a sprue of vinyl sand distribution pipes and the clear parts are cast crystal clear without any deformations. You also get eight segments to build a rail bed for the locomotive and tender to sit on. Some parts do cry out for additional details, such as air, vent and oil lines which considering the size of the kit should be added to keep the peace with railroad aficionados. To build an accurate war time locomotive a careful study of reference material is needed. The kit provides a number of components that were added to the locomotive post war and there are items that need to be added for a wartime locomotive that are not included with the kit. The kit tender is the rigid frame type that was only manufactured for a short period because the design caused excessive wear

on the rails in tight radius curves. The tenders were used throughout the war but in small numbers. The decal sheet has had the swastika of the national eagle symbol covered over to facilitate sale in Europe, however there is an excellent replacement sheet available from Archer Transfers.

# Painting woodgrain textures

by Brian Latour  
IPMS Ottawa, Ontario



In many modelling settings, wood is everywhere. Buildings, scenery, army equipment, aircraft propellers and even the stocks of rifles are often made of wood. This can pose a challenge when painting miniatures, figures, or any other thing where you are trying to make something that looks like wood but smaller. Like with flesh tones, wood is not a uniform colour; rather, it has a directional grain to it. Ergo, in order to represent that at the scales we are interested in, we want to include those woodgrain textures in our piece.

This sounds like a daunting task, but fortunately, there is a very easy trick to making your wood look great which doesn't demand a high level of artistic talent.

## Sourcing your lumber

When talking about painting wood, one of the first things that someone might ask is *"why not steal a bunch of wooden coffee stir sticks from Starbucks? They're wood, right?"* While that is an option, this is one of those many cases where using the actual item without any sort of painting or modification doesn't quite give the correct result due to the effects of scale and lighting. Instead of looking like an actual piece of wood, it will look like someone glued a giant coffee stir stick to your model and may ruin the immersion rather than create a realistic effect.

Another option that comes to mind is carving the texture into a piece of plastic, but again we run into scale issues. Too small of a groove and it will be hard to see, but a groove barely a half a millimeter in depth at some of the scales I work at would represent an inch deep gouge in a board, which is something that we just don't see in real life. Further, trying to carve these wood grains into a small, fragile piece like a rifle at a small scale is not an easy task.

Instead, we're going to be painting the wood grains on. It sounds intimidating and possibly a little crazy, but so long as you have the right equipment and the right paints, it's actually not too hard.

For this project, we're going to need some acrylic paints in various shades of grey. We will need a light, midtone, and dark grey, as well as some black and white, though you can always mix up any shade of gray with the black and white if you want. Second, we're going to need some sort of brown acrylic ink. I like to use Scale75's Inktense Wood or Inktense Chestnut for this application, depending on the shade of wood I'm going for, but I'm sure there are some other figure painting inks or artist acrylic inks out there that can work. The Inktense Wood ink is great for raw boards, while the Chestnut is really good at representing stained, finished wood products like a hardwood floor, tabletop, or the stock of a rifle. Finally, we're going to need at least one good brush with a fine tip – I recommend a small (perhaps 10/0) liner brush if you have one, because as the name implies, a liner brush is really good for painting lines, and the grains in a piece of wood are nothing but fine lines.

# An Oddball Expeditor...



## **EXPEDITOR Mk. 3T, S/N 1414, ICAO code VC-FBH, The Central Experimental and Proving Establishment, 1947-48**

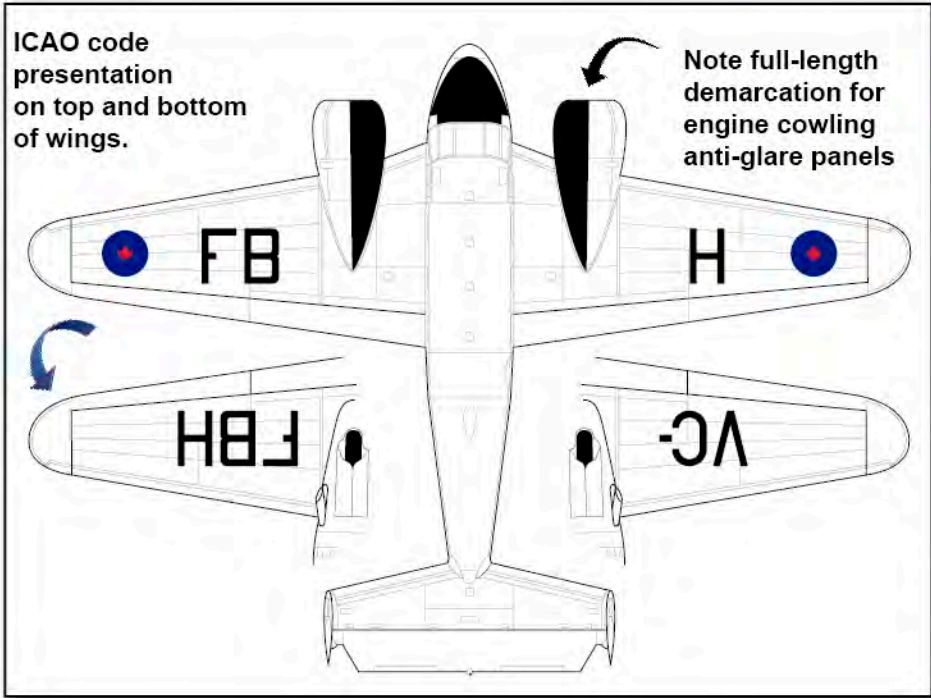
### **The Aircraft**

We have very little information on this particular RCAF Expeditor, but it does offer the modeller of Canadian

aircraft a very nice option on some unusual and short-lived marking practices in the life of the early postwar RCAF.

### **History and RCAF service of Expeditor 1414**

- ◆ Beechcraft construction number: 6613
- ◆ U.S. Lend-Lease serial number: 43-35861
- ◆ delivered via RAF as HB263: (date unknown)
- ◆ taken on strength by RCAF: 16 June 1944
- ◆ re-serialled as 1414: (date unknown)
- ◆ re-designated from Expeditor Mk. II to Mk. III: (date unknown)
- ◆ re-designated as Expeditor 3T: (date unknown)
- ◆ stored (Saskatoon): 21 September 1964
- ◆ struck off strength: 26 November 1964
- ◆ to Crown Assets Disposal Corporation: 2 August 1966



An Expeditor Mk. I was basically a USAAF C-45B and a Mk. II was basically a USN UC-45F

It's my understanding that the Mk. III (or Mk. 3) designation was post-WW II and the changes included making the aircraft more suitable for peacetime use. The 3T was a basic transport. Most squadron and station "hacks" were 3T's. There were many conversions to and from the various RCAF variants, but 1414 appears to have stayed as a 3T.

Information via Jeff Rankin-Lowe

# The Curtiss XP-40

Members' Bonus  
Decals



## that visited Ottawa in May 1940

by Jim Bates  
IPMS Canada C#6008  
Seattle, WA



*a fighter pilot's point of view, the P-40 does not reach the high standard set by our excellent Spitfire. Again the Allison engine is not nearly so compact or as smooth in operation as the Rolls Royce Merlin."*

### The History

The arrival in North America of Spitfire Mk.I L1090 caused much excitement on both sides of the border. Once the RCAF had accepted the aircraft in February 1940, and agreed to restore the airplane to flying condition after it had been damaged while crated for transport across the Atlantic, the USAAC, along with the RCAF, were very interested in evaluating the already-famous fighter. Arrangements were made so that the USAAC Materiel Division at Wright Field, Ohio, could evaluate the Spitfire in Canada. To sweeten the deal, they agreed to bring along the Curtiss XP-40 and allow two RCAF or RAF pilots to fly it.

On May 16, 1940, the USAAC and USN representatives arrived at RCAF Station Uplands with the XP-40 and a very shiny Douglas C-39 transport. The evaluations and inspections took place without incident and the XP-40 returned back to Wright Field. The two Commonwealth pilots that flew the XP-40 were Wing Commander F.V. Beamish, RAF, and Squadron Leader Ernie McNab, RCAF. It appears that both pilots were allowed two flights in the aircraft, each of less than 50 minutes in duration. The report prepared by Wing Commander Beamish found that *"performance of the two aeroplanes was practically the same."* He also stated that the XP-40 was quite large, heavier on the controls, and that the Allison engine was not as smooth-running as the Spitfire's Merlin. About the only plus on the XP-40's side was that with its *"constant speed propeller could outclimb the Spitfire with its two-pitch propeller."* To conclude, he stated, *"In my opinion, from*

### The Aircraft

Ordered as the tenth P-36A, serial number 38-10 became the only XP-40 when it was fitted with an Allison in-line engine. The XP-40's configuration changed many times after its first flight in October 14, 1938. By the time of its evaluation by the RCAF, it appeared superficially similar to the later P-40B, but still with differences that we hope to clarify here.



### Kit Recommendations

Currently, the best kit of the P-40B in 1:48 is the Airfix kit, while in 1:72 the competition involves Airfix vs. Hobby Boss. The Airfix kit has good shape, but some find the panel line details too heavy, the landing gear should be shortened, and the canopy is too tall. The Hobby Boss kit is one of their EZ Build lines with some issues...a raised radio door for starters...but if you want a quick build... (Trumpeter has issued P-40B/Cs in 1:48 and 1:72, but in the opinion of the author the above stated kits are a better starting point for the XP-40.)

# Canada's First Spitfire:

## L1090

## Ottawa, 1940



L0190 on the ramp at Uplands. Not very colourful, but still, it holds the distinction of being the first Spitfire on RCAF strength. DND Canada photo PL-362, 16 May 1940

### Information compiled by the Editor

Two of the decal marking sets you are receiving with this issue are to help you build models of aircraft that had a unique meeting - a Spitfire Mk.I and a Curtiss XP-40. For a very short time in May, 1940, these two aircraft shared the same ramp space at RCAF Stn Uplands, the new Ottawa airport and the site of an expanding BCATP airfield.

The following excerpts from Carl Vincent's article in the Canadian Aviation Historical Society Journal are reprinted here with permission. Carl's full article will be republished in the next issue of *beaverRTales*. Ed.

*"Soon after the outbreak of war the Spitfire was sent from the UK on loan to the United States..."* [Based on the service history below, the aircraft may have been selected for shipping on 29 August, 1939, but it appears to have not started the voyage until after the start of hostilities]

*"Some sources claim that the Spitfire made it all the way to Wright Field, but that is certainly not the case, ... it was obvious that the US Army and Navy had never set eyes, let alone hands, on a Spitfire. ... For "political reasons" the Americans did not want the Spitfire flown in the United States - presumably because, as the exchange [of an American fighter for the Spitfire] had not been effected, the Spitfire was still a foreign warplane. Therefore, both for financial and administrative reasons it would be better if the Spitfire was in Canada and temporarily on RCAF strength. ... there would be no objection to RCAF or ... US pilots flying it during its sojourn in Canada."*

*"... on February 20 the Spitfire arrived at Rockcliffe. When it was uncrated it was found that at some point during its journey ... it had been damaged. The fin had been badly crushed ... it was feared that this damage would extend to the fuselage. The starboard tail was slightly damaged while the spinner was dented."*

*"... the engineering personnel at the RCAF's No. 1 Aircraft Depot had been able to thoroughly examine the damage to the Spitfire and judged that the injury to the fin was fairly*

*serious. However, they considered that, despite the total lack of Spitfire drawings they could reproduce the damaged structural components and restore the aircraft to flying condition, but that it would require several weeks. ...The work was eventually carried out by No. 6 Repair Depot in Trenton, Ontario."*

*"...on May 11, the Spitfire's engine became unserviceable due to supercharger trouble. There was no time to wait for the RAF to supply a new engine, so the RCAF asked permission to install one of their own Merlin III's, presumably a Hurricane spare."*

*"The US party arrived by air on May 16 ... eight USAAC representatives ... plus three from the USN. The flights and examination of the aircraft appear to have been carried out without incident [at Uplands Aerodrome] and the US personnel and the XP-40 duly departed [for the USA]."*

*"[The Spitfire] had been formally on RCAF strength since February 19 and was struck off on June 25. The Spitfire was shipped from Montreal on June 27, 1940 and eventually re-entered RAF service, on August 1, 1940, ending its days as instructional airframe 3201M."*

#### Spitfire Mk. I L1090

Factory: Supermarine works at Eastleigh

Engine: Merlin III

#### Service History

24-8-39 First flight, 36 Maintenance Unit Sealand

29-8-39 Crated and shipped to USA

19-2-40 Taken on strength of the RCAF

20-2-40 Arrived (crated and damaged) at RCAF Station Rockcliffe, on the eastern outskirts of 1940 Ottawa

16-5-40 Evaluation flights against XP-40 at Uplands Aerodrome, located south of 1940 Ottawa

5-40 Transferred to No. 1 Testing Centre RCAF

1-8-40 Returned to UK; became instructional airframe 3201M

13-5-44 Transferred to No. 14 School of Technical Training

4-9-44 Aircraft was written off



# North American NA-64 Yale in RCAF and French markings



by Jim Bates  
IPMS Canada C#6008  
Seattle, WA



## The History

Yale 3399 was one of the 119 NA-64s inherited by the RCAF after the fall of France. Intended as 'intermediate' trainers to assist with conversion from the Tiger Moth and Finch to the Harvard, the Yale wasn't just a Harvard with fixed landing gear. While the Yale was part of the family of aircraft derived from the NA-16, it had a different wing and engine from the Harvard which, along with the fixed landing gear, led to an airplane which had some rather nasty flying characteristics. Once it was determined that the RCAF didn't need intermediate trainers, most of the surviving Yales were converted into wireless (radio operator) trainers.

## The Aircraft

Yale 3399 was taken on strength with the RCAF on September 16, 1940, and served with No. 1 Service Flying Training School (SFTS) at Camp Borden. During its time at Borden, it had a brush with Hollywood when it appeared in 1942's 'Captains of the Clouds', which was filmed in 1941. 3399 also appeared in a news clip which can be viewed at [criticalpast.com/video/65675057838\\_Royal-Canadian-Air-Force\\_AT-6\\_Harvard\\_Camp-Borden\\_mock-attack\\_simulated-dog-fight](http://criticalpast.com/video/65675057838_Royal-Canadian-Air-Force_AT-6_Harvard_Camp-Borden_mock-attack_simulated-dog-fight).

Like most Yales, 3399 had its share of minor accidents while at Borden. It was involved in a Category C2\* accident on February 1, 1941, a Category C1\* accident in April 29 1941, and a Category C1\* accident on April 4, 1942.

On May 4, 1942, it was "allotted for conversion to wireless trainer." The conversion was done at either No. 6 Repair Depot (RD) or 9 RD and it later flew at No. 4

\* - Despite our best efforts we have been unable to ascertain why the RCAF used 'C1' and 'C2' to classify different types of aircraft accidents/damage. A category 'C' accident was repairable. Certainly they weren't too serious as 3399 was involved in at least one other accident in 1944, and it survived the war to be flying today in Canada.

Wireless School at St. Catharines, Ontario, and No. 1 Wireless School at Mount Hope (near Hamilton), Ontario. (Though not noted on its record card, 3399 nosed over on September 7, 1944 at St. Catharines.)

Yale 3399 was struck off RCAF Strength on 25 September 1946, and stored at the Brantford, Ontario, airport after the war. It was one of thirty-some Yales purchased by Ernie Simmons and kept on his property until sold by his estate at auction in 1970. The Yale was purchased by the Canadian Harvard Aircraft Association ([harvards.com](http://harvards.com)) and after a long-term restoration took the air again on May 20, 2010. The Yale can be seen today at the Association's hangar in Tillsonburg Ontario, and occasionally in the air over Southern Ontario.



The RS 1:72 kit and a combination of an Occidental 1:48 kit and the Belcher Bits conversion parts will produce Yales in both popular scales.

## Yale Kit Options

Luckily, two nice Yale kit options are on the market:

◆ For 1:48 fans, Belcher Bits ([belcherbits.com/lines/kits/bk4.htm](http://belcherbits.com/lines/kits/bk4.htm)) offers a product which includes a complete Occidental Harvard kit and resin conversion parts. Mike Belcher has indicated that the resin parts alone are also available to those who don't need the source kit.

◆ In 1:72 RS has recently issued a short-run Yale kit. [rsmodels.cz/en/modely-letadel/plastikove-modely/1-72/92208/na-64-yale](http://rsmodels.cz/en/modely-letadel/plastikove-modely/1-72/92208/na-64-yale)



# A Canadian goes to Hollywood...

Members' Bonus  
**Decals**



## NORSEMAN CF-AYO, screen name CF-HGO

by Bob Migliardi  
IPMS Canada C#490  
Ottawa ON



This is a good view to show the placement of the fuselage markings. Note the lack of underwing markings.

### History

A Canadian-designed and built Noorduyn Norseman is one of the stars of the 1942 movie, "Captains of the Clouds". The movie also starred Jimmy Cagney, Dennis Morgan, Allan Hale, and Reginald Denny (see Jan 2016 *beaveRTales*), with a special appearance by Canadian WW I flying ace Billy Bishop playing himself. If you've never seen the film, it's about a smart-ass bush pilot (Cagney) who eventually joins the RCAF. His aircraft is a Noorduyn Norseman, marked as CF-HGO.

The prototype Norseman, powered by a Wright R-975-E3 Whirlwind engine, was flight tested on floats on November 14, 1935. It was sold and delivered to Dominion Skyways Ltd. on January 18, 1936, registered as CF-AYO and named 'Arcturus'.

In the summer of 1941, Warner Brothers leased CF-AYO for the filming of "Captains of the Clouds". Principal aerial photography took place near North Bay, Ontario, with CF-AYO carrying the temporary registration 'CF-HGO'.

CF-AYO was later lost in a crash in Algonquin Park, Ontario, in 1952. Its wreckage is currently on display at the Canadian Bushplane Heritage Centre in Sault Ste-Marie, Ontario ([bushplane.com](http://bushplane.com)).

### Modelling

A 1:72 scale Norseman was produced by Matchbox, and the same kit was more recently re-issued by Revell. It provides wheel, ski, and float undercarriages, so you can build HGO in either configuration.

### Colour Scheme and Markings

The photos are all frame grabs from the film, so they are not the best quality. There don't seem to be any high quality shots of the movie aircraft, so maybe they didn't have a still photographer on the film crew. They probably would have been in B&W anyway.

The colours of CF-HGO are a black fuselage with orange-yellow flying surfaces and trim. (this looks close to FS 12473 or the slightly lighter FS 12544. See the colour swatch representations of these two orange shades, along with the equivalent of RCAF Trainer Yellow). The float gear is natural metal or silver paint.



The original Matchbox and the re-popped Revell 1:72 kit both come with the floats needed to produce CF-HGO

