

# RT

## Random Thoughts



By  
For **Modellers**



**CANADA**

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



**'Best Canadian Subject' at the IPMS/USA 2018 Nats**

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**Cover Comment:** *The IPMS Canada 2018 'Best Canadian Subject' award went to Wolf Buddee of Abbotsford BC. He put a remarkable amount of effort and modelling skill into creating an exquisite 1:32 Spitfire Mk. IXc of 412 (RCAF) Sqn, piloted by F/Lt George 'Buzz' Beurling in 1944. See page 5 for more coverage of 'The Nats'.*

### 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 French Bf 109E, 1:48 CH-47A Chinook, 1:48 'Buddy Holly' Bonanza, CF-188A 'Canada 150'



# U.S. Nats 2018

Photos and text by  
Steve Sauvé, RT Editor



The IPMS/USA 2018 National Convention (the Nats) took place in Phoenix, Arizona at the downtown Phoenix Convention Center. This is the third time that the IPMS Craig Hewitt chapter has hosted the Nats and, except for the long lines at registration on Wednesday, everything seemed to run pretty smoothly.

The big contest subject numbers broke down as follows:

- ◆ Contest entrants: 424
- ◆ Entries in contest: 2,723
- ◆ Display-only models: 800
- ◆ Junior entries: 70
- ◆ Aircraft: 670
- ◆ Military vehicles: 501
- ◆ Ships: 143
- ◆ Automotive: 257
- ◆ Space and Sci-Fi: 168
- ◆ Figures: 237
- ◆ Dioramas: 169
- ◆ Miscellaneous: 508

The Canadian content entry numbers were up a bit from last year. We found a total of 21 models that we felt qualified to be judged for the award. *(We also figured out later that there was at least one more entry that we missed which, ironically, won the 'Best Diorama' award. Modellers have to sign up, folks; we can't find all of them on our own.)*

Our crack all-volunteer judging team (see below) went through them and eventually selected the spectacular 1:32 Spitfire Mk.IXc, of 401 Sqn, RCAF, which was built by Wolf Buddee of Abbotsford BC. Wolf received the highly-coveted IPMS Canada 'Best Canadian Subject' award; an engraved drinking vessel, capable of holding a variety of cold or hot beverages to suit the needs of the winner.

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

**Recce - Gerry Brennan**, Toronto ON; **Harold Homuth**, Winnipeg MB; **Wayne Holmes**, Nelson BC; **Duncan MacIntosh**, London ON; **Kerry Traynor**, London ON; **Warwick Wright**, Richmond BC.;

**Photography - Steve Sauvé**, Ottawa ON;

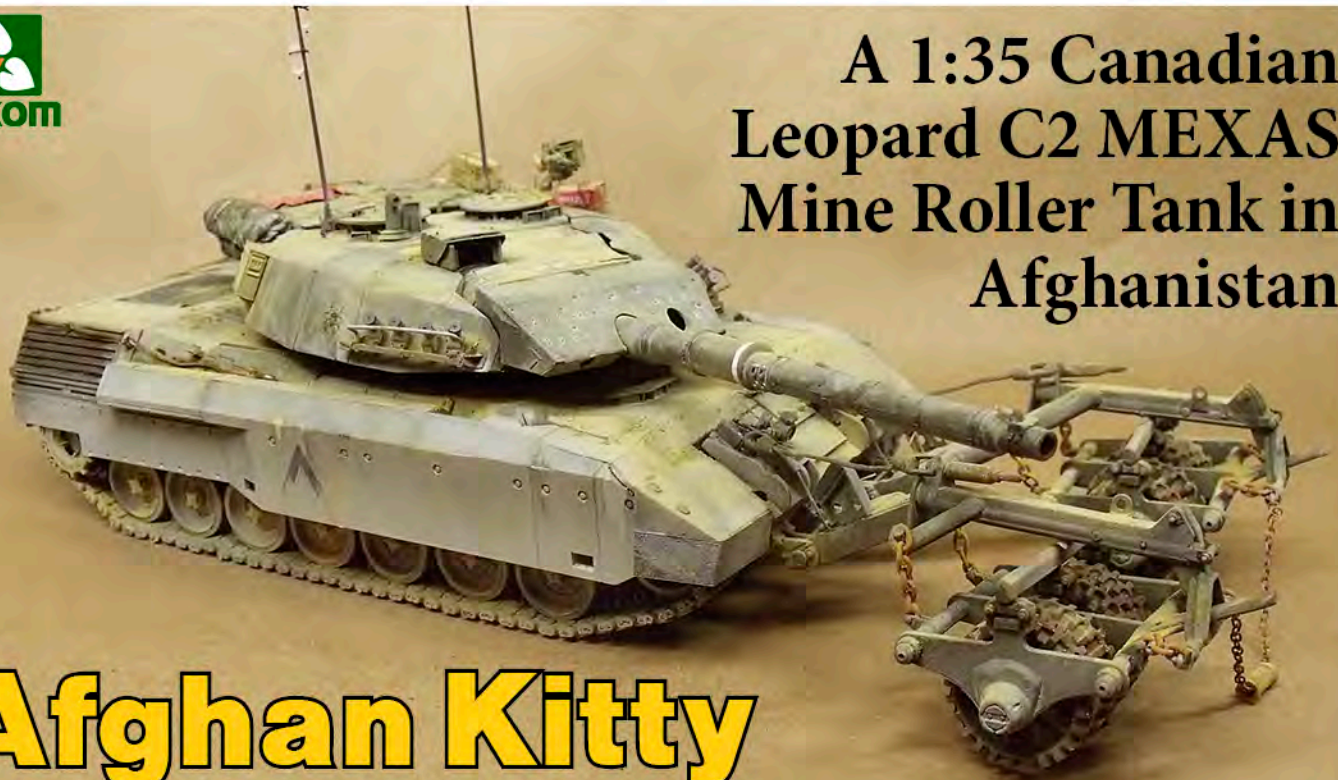
**Judging - Gerry Brennan**, Toronto ON; **Harold Homuth**, Winnipeg MB; **Wayne Holmes**, Nelson BC; **Duncan MacIntosh**, London ON; **Kerry Traynor**, London ON; **Warwick Wright**, Richmond BC.

### IPMS/USA 2018 National Convention Best Canadian Subject Award Entries

Scale	Description	Builder and location
<b>AUTOMOTIVE</b>		
1:20	Ferrari F1 racer	Mark Anderson, Peoria AZ
1:20	Wolf WR1 F1	Tom Leutzinger, Pacific Grove CA
1:24	Lola T 90-50	Tom Leutzinger, Pacific Grove CA
1:25	Corvette C6R	Chuck Herrmann, Albuquerque NM
<b>MILITARY VEHICLES</b>		
1:35	Cougar AVGP	Brad Main, Victoria BC
1:35	M113A1 APC	John Clearwater, Ottawa ON
1:35	Staghound	Bob Lomassar, Las Vegas NV
1:48	Achilles AT	Brad Main, Victoria BC
1:48	M4A3E8 Sherman	Brad Main, Victoria BC
<b>AIRCRAFT - 1:72 &amp; 1:144</b>		
1:72	DH Mosquito	Barry Webb, Eastvale CA
1:72	F4U Corsair Mk.IV	David Pratt, Ballston Spa NY
1:144	DC-6 water bomber	Frank Randall, Albuquerque NM
<b>AIRCRAFT - 1:48</b>		
	Beaufighter Mk.X	David Epstein, Albuquerque NM
	Spitfire Mk.Vb	Randy Rothhaar, Las Vegas NV
	Spitfire Mk.IX	Duncan MacIntosh, London ON
	Spitfire Mk.XVI	Michael Lamar, Austin TX
<b>AIRCRAFT - 1:32</b>		
	Hurricane Mk.IIc	Marty Sanford, Placerville CA
	Mosquito Mk.VI	David Frederick, Laguna Niguel CA
	Mosquito Mk.VI	Brian Peck, Albuquerque NM
	Spitfire Mk.IXc	Wolf Buddee, Abbotsford BC
	Spitfire Mk.XVI	Brad Main, Victoria BC



# A 1:35 Canadian Leopard C2 MEXAS Mine Roller Tank in Afghanistan



## Afghan Kitty

by Paul Colterman  
C#3682  
Pointe Verte NB



### Bill of Goods

- ◇ Takom #TA-2003 1:35 Canadian Leopard C2 MEXAS
- ◇ Legend LF1273 Leopard C2 MEXAS Detail Set
- ◇ Legend LF1284 Leopard C2 Stowage set
- ◇ SKP Model lenses -SKP242
- ◇ Echelon decals D356049
- ◇ Perfect Scale Modellbau Mine Roller PS35069
- ◇ Ammo by Mig products

### Introduction

This is my build of the excellent 1:35 Canadian Leopard C2 MEXAS kit from Takom. Along with the basic kit I utilized numerous aftermarket parts to strive for a Canadian Army "Combat" MEXAS, as one cannot be built straight from the box.

For background information on MEXAS (the Modular Expandable Armour System) please visit:

- ◇ [en.wikipedia.org/wiki/MEXAS](http://en.wikipedia.org/wiki/MEXAS)
- ◇ [army-guide.com/eng/product3847.html](http://army-guide.com/eng/product3847.html)

I added sets from Legend, lenses from SKP Model, Echelon decals, and finally the Mine Roller assembly from Perfect Scale Modellbau (PSM) as well as using Anthony Seward's Canadian Leopard Project DVD set as my main reference on the build.

Starting with the list of numerous tweaks recommended by Anthony Seward's (see the sidebar later in this article and in the DVD set listed in the References section) to correct the Takom kit, I set out to build a representation of an MBT from combat during Canada's mission in Afghanistan but not a model of any specific vehicle. I did use markings for 1st Troop of 'B' Squadron, of Lord Strathcona's Horse (Royal Canadians) on the build.

### The build starts...

Assembly started with the kit-supplied tracks. Orochi supplied the tracks to Takom and are a gem of a set to build. Each side has approximately 75 links and requires ZERO glue.

After assembly the tracks are rather sturdy and hold up well to repeated handling. Since most of the track run is hidden by the side skirt armour I didn't worry too much about the accuracy of the tracks but they do look rather close to what is seen in my references.



# TAKOM 1:35 Leopard C2 Tweak List



by Anthony Sowards, C#3808, Edmonton AB, (IPMS Edmonton):

*(Editor's note - Anthony's list of tweaks and fixes should be considered as a great starting point for your own Leopard research and modelling. Finding photos that illustrate the detailed points below will help you to better understand the many small changes needed to create a proper CAF Leopard C2. See the Reference section of the preceding article for a source of a comprehensive DVD of*

1) The MRS (muzzle reference sensor) located at the tip of the main gun barrel is too small and is the wrong size. It should be 50% bigger than it is on the kit. This problem was nicely addressed in the resin Leopard update set produced by Legends Models.

2) The main gun canvas (or plasticized canvas on some later-service vehicles) mantlet cover is incorrect for a C2 version. It should have Velcro-edged panels for the vehicle maintainers to gain access to work on the mantlet. The mantlet 'sim-fire' plate should be 25% larger and have L-shaped brackets added.

3) The commander's TRP independent panoramic sight cover is under-sized, and needs to be 25% larger. The TRP rubber seals need to be split apart to look like two flat rings.

4) The turret top should have a coat of anti-skid finish added.

5) The turret-mounted smoke grenade launchers are missing the retaining chains for the rubber caps and the launcher wiring.

6) The crew commander's area is missing one of the episcopes. Both turret hatches are missing the combat lock hinges.

7) The antenna mounting units (AMU's) are not the correct type for a Canadian vehicle, they will need to be replaced to represent the type seen in photos of CAF vehicles.

8) The turret is missing the flag post mounts on the left and right sides. These are located near the AMU's.

9) The GPS antenna and mount is wrong and will need to be modified. Both will need to be reduced in size as the kit part is larger than the actual scale version.

10) The top cover of the rear bins on the back of the turret require a coat of anti-skid finish.

11) The turret is missing the antenna stowage bag located under the bin at the back. (not all Leopards had them mounted)

12) The kit-supplied jerry cans are incorrect in shape in general; they are too high and narrow.

13) The road wheels require backing plates as there is zero detail provided on the back sides of the wheels. This is visible on the front and rear wheels on each side. The wheels hubs are the wrong shape. Leopard Club makes an excellent replacement set of wheels, item no. LW-012. You can find these at leopardclub.ca.

14) The armoured covers for the driver's episcopes require the cleaning wiper cable to be added.

15) The kit is missing the fording plug posts, which are located on the left side of the upper front hull.

16) The hull is missing the electrical cables for the headlights and horn.



17) The tow cables' hull attachment points are too thick; thinning down the kit parts or using photo-etch replacements would fix this problem.

18) The driver's tool box, mounted on the rear of the hull, is

missing the locking chain and stowage bracket; the box hinges are also incorrect.

19) The track adjuster tool mounted on the rear deck is wrong for a C2; Canada operated with a modified type due to the MEXAS side armour. Note that it was never mounted there; it was mounted on the left rear fender tool mount.

20) The gun crutch (also called a travel lock) is undersized by 25%.

21) The tank telephone handle, located at the rear end of the hull on the right side of the vehicle, will need to be replaced. They are very noticeably L-angled.

22) Drill out the gun crutch alternate position brackets on the upper rear hull. The bracket is found to the rear of the hull; the crutch holds the main gun barrel while the vehicle is in transit.

23) The rear side skirts are missing the half-moon brackets on both sides of the rear hull.

24) The turret top C6 7.62 mm machine gun mount requires a gun travel lock. Note that there are a couple of C6 variations that can be used on the Leopard. Such as spade grips or the standard wooden buttstock. The kit MG barrel is missing the barrel carrying handle.



## Incorrect markings in the kit instructions and some other observations

The second set of markings supplied in the kit is incorrect, as they mention C Sqn, Royal Canadian Dragoons, call sign 34A. This tank, CFR 85-78072, belonged to A Sqn 2nd troop in 2003, thus applying the call sign of 12A on the back bin would be correct. This is a minor bit of confusion but no big worries.

Also, there should have been painting notes for the **red-painted guide markers** provided for personnel mounting or dismounting the hull. The side skirt hinges above each foot step opening should each be a section painted red; this is a visual aid to help locate the foot holds in varying light conditions. The road wheel hub centre plugs should be painted red as well.

The issued vehicle tool wooden handles should be in light mahogany wood colour with a clear protective finish, not a dark yellow colour. All metal areas on the tools should be a very dark natural gunmetal or steel.

# A short history of the Canadian **Leopard C2 Tank**



Leopard C2 MEXAS tanks on the advance. The turrets are turned to cover their arcs of fire while on the move. Photo: Anthony Sowards

by Ed Storey, C#2712  
Ottawa, ON  
with additional information and photos  
by Anthony Sowards, C#3808  
Edmonton AB

## 🍁 Background story

The Leopard C2 Main Battle Tank (MBT) was a Canadian upgrade of the Krauss-Maffei manufactured German Leopard 1A3. Canada had originally purchased 127 Leopard 1A3 MBTs in 1978 and these were designated as Leopard C1 in CAF service. In order to extend the service life of the Canadian Leopard C1 tanks an announcement was made in 1996 that 114 would be upgraded to the C2 standard (although in the end only 66 C2's were produced), and this was completed in 2001. In 2003 there were plans for the CAF to replace the Leopard with the wheeled M1128 Stryker Mobile Gun System (MGS), which was based on the Canadian LAV III armoured vehicle. However, even after several Leopard C2s had either been sold or scrapped as targets, the MGS project plan was cancelled in 2006.

## 🍁 C2 production and dispositions

A total of 123 Leopard 1A5 turrets were purchased which would have allowed for all of the 114 Canadian C1 tanks to be fitted with the new turret, although ultimately only 66 tanks were completed to the C2 standard. The Leopard C2

official roll out took place on 23 November, 1999, at CFB Gagetown, New Brunswick, at the Royal Canadian Armoured School. Of the remaining C2 turrets, five were used as gunnery training turrets, two as complete spares for the EMES 18 fire control system and two as maintenance test beds. The status of the remaining turrets is not known as of this writing, but it is likely that some of them became the source of spare parts for the operational tank fleet.

## 🍁 Leopard C2 modifications

The Leopard C2 update involved replacing the existing Canadian C1 turrets with complete German Army Leopard 1A5 turrets purchased from German Ministry of Defence. The Leopard 1A5 turret was fitted with the following Observation, Sighting and Fire Control Equipment:

- ◆ Krupp-Atlas Elektronik EMES 18 Integrated Fire Control System,
- ◆ The SABCA system which consisted of a:
  - TZF-3A Secondary Fire Control System,
  - TRP-5A Commander's Fire Control System with TEW2A Night Fire Control System, and
  - PZB-200 passive aiming and observation device,
- ◆ AN/PVS-501 Driver's Night Observation device, and
- ◆ AN/VVS-502 turret-mounted Night Observation device

# THE 'ITALIAN JOB' - A 1/48 MACCHI 205 'VELTRO'



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



I think I can count on one hand, the number of non-American aircraft models I have built during my modelling career. A couple of German fighters and a couple of Japanese fighters completed my foray into all things foreign when it came to modelling aircraft from other countries. Recently, I became intrigued with the Macchi 205 Veltro, if only because I had read of the precise construction and tolerances the Italian aircraft engineers came up with before the start of World War II and as they applied to their fighter aircraft. Conducting extensive ops in desert conditions, the aircraft manufacturers and engineers soon realized what blowing sand can do to fine tolerances. Nonetheless, I thought it fitting that I include an Italian representative in my collection and Hasegawa provided me with that outlet in 1/48 scale with kit #09243. I also used the Jaguar Macchi 205 centre wheel well plug, True Details #48454 resin cockpit set and Third Group Decals #48-013.

A friend of mine had the kit and after reasonable price negotiations, the kit became mine. Moulded in medium grey plastic, it had all the parts needed to make a fine model of it, however I went a couple of steps further with the plug for the centre section of the main gear wheel well, as well as the aftermarket cockpit interior. The Third Group decals sheet provided the markings for an Italian aircraft that had a mid-war German paint scheme on it.

Conveniently, my friend had stuffed those two sets and decals in the box so it was off to the bench to construct the sleek fighter. I've not been able to determine just why that particular Veltro sported a German scheme; however it evidently was due to a Luftwaffe directive.

## The Build begins...

To add a bit of animation to the model, **Photo 1**, I removed the rudder from the fin and the elevators from the stabilizers as they would later be shown off-set and down. Testors Model Master Pale Green, FS 34227 was a good match for Italian Interior Green. Detail painting popped the

