

RT

Random Thoughts



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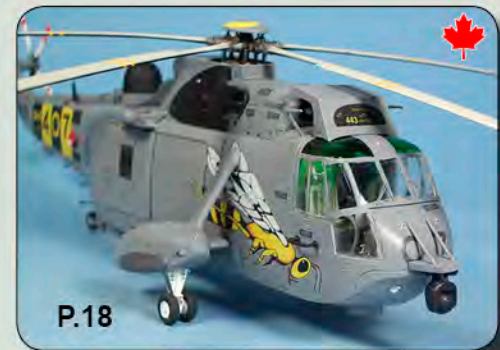
1:72 CH-124A Sea King

ipmscanada.com

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Cover Comment: Massimo Santarossa took on Fujimi's 1:72 Sea King kit and created a very nice CAF CH-124A. See page 18 for the article to get a look at his use of aftermarket products and some fine scratchbuilding skills to produce a great model. We have further Sea King coverage starting on page 25.

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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, CF-5 'Aggressor' Camo, 1:32 Mosquito, SM.74 vacuform, 1:72 Matilda, 1:48 French Bf 109E, 1:48 CH-47A Chinook, 1:48 'Buddy Holly' Bonanza, CF-188A 'Canada 150', German BR.1150 'Atlantic'

Building a Railway Semaphore in 1:35 scale

By Barry Maddin
IPMS Canada C#6000
Truro NS



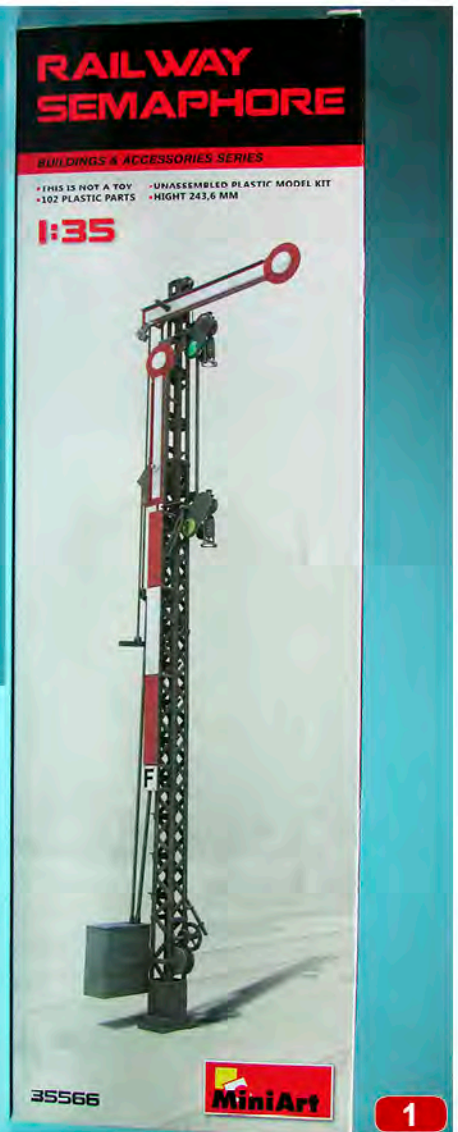
Building a Railway Semaphore

A signal is a device found alongside a railway line to pass information regarding the line ahead to the train drivers. The driver reads the signal and responds accordingly. Typically, a signal might inform the driver of the speed at which the train may safely proceed or it may instruct the driver to stop. One of the earliest forms of a fixed railway signal was the semaphore. The semaphore arm consists of two parts: a wooden or metal arm which pivots at different angles and a spectacle holding coloured lenses which move in front of a lamp in order to provide indications at night. Semaphore signals were originally illuminated by a kerosene lamp however they were not bright enough in the daylight so the semaphore arm was crucial for the signal to function. With the advancement of powerful electrical lights replacing the kerosene lamps the semaphore arm has been eliminated on modern railway lines.

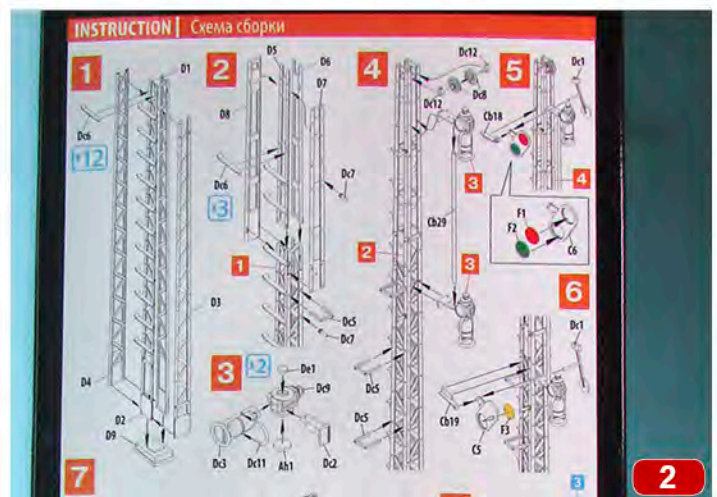
The Kit

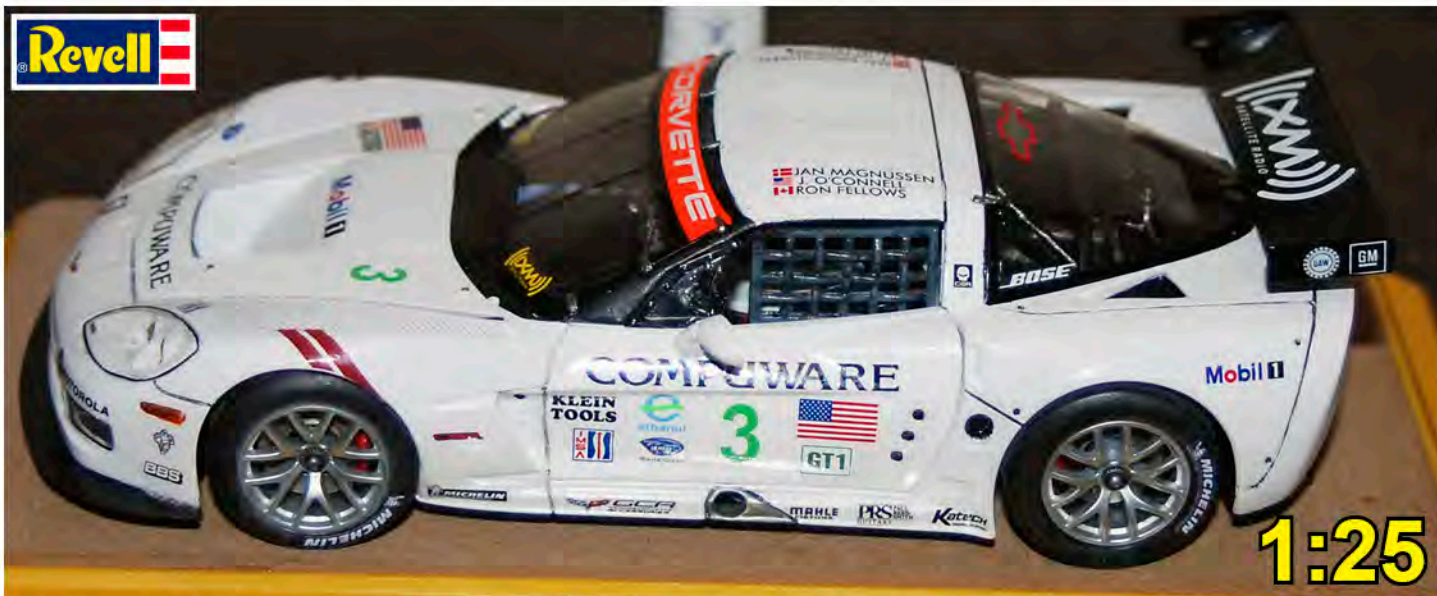
With a wide range of 1:35 scale railway models available MiniArt has produced a number of accessories to compliment any 1:35 scale railway scene. The kit is the MiniArt # 35566 Railway Semaphore (Fig. 1). The kit comes in a 5" x 15" x 2" box with the assembly instructions printed on the back of the box in 12 steps with small but highly-detailed line drawings (Fig. 2).

The kit consists of 102 parts on five light grey styrene sprues, with one small decal sheet, a bag with clear and



coloured lenses and a waxed cord (Fig. 3). Painting detail is called out on the assembly diagrams with a colour chart identifying the colours using Vallejo, Testors, Tamiya, Humbrol, Revell or Mr. Color paints at the bottom of the build diagram. The parts are nicely cast with fine detail. The size and delicacy of some of the parts required extra





Ron Fellows Corvette C6.R IMSA Tribute Racer

by Chuck Herrmann
IPMS/USA 33111
Albuquerque, NM USA



For a contest theme of 'Oh, Canada' for my local IPMS/USA chapter (IPMS/Albuquerque Scale Modelers) monthly contest, I decided to finally use some aftermarket decals I have had laying around for several years and a Revell C6.R IMSA Corvette kit.

Ron Fellows, a well-respected Canadian race driver (Fig. 1), was involved in the Corvette IMSA/LeMans GT race program from the beginning in 1998. He was one of the test and development drivers, then raced for the team until 2007. Along with the team he was very successful, with victories in all the major endurance races at Daytona, Sebring and LeMans. He won many races in IMSA along with the GT class championship in 2003. He also raced at LeMans nine times, all for Corvette, with class wins in 2001 and 2002 and four second place finishes.

For the 2007 season he began to wind down his career, and he ran a limited number of events for the Corvette team. He was the third driver for the three long-distance races, and competed at the IMSA race at Mosport, Ontario, his home race. He sat out the other races, instead providing technical input and experienced advice to the team from behind the pit wall. He was also very popular with Corvette fans for his promotional work and trackside appearances.

After 2007 Fellows ran sporadic races, mostly NASCAR road course events. He also heads the group that



purchased the Mosport road race circuit, now known as Canadian Tire Motorsports Park, and he remains active in managing the track.

To honour his contributions to the Corvette Racing program's success, Chevy produced a special Ron Fellows edition of the C6 street Corvette in white with a red stripe



A 1:72 Drilling rises from the dregs...*



**or, 'How I found modelling satisfaction with spares' box debris'*



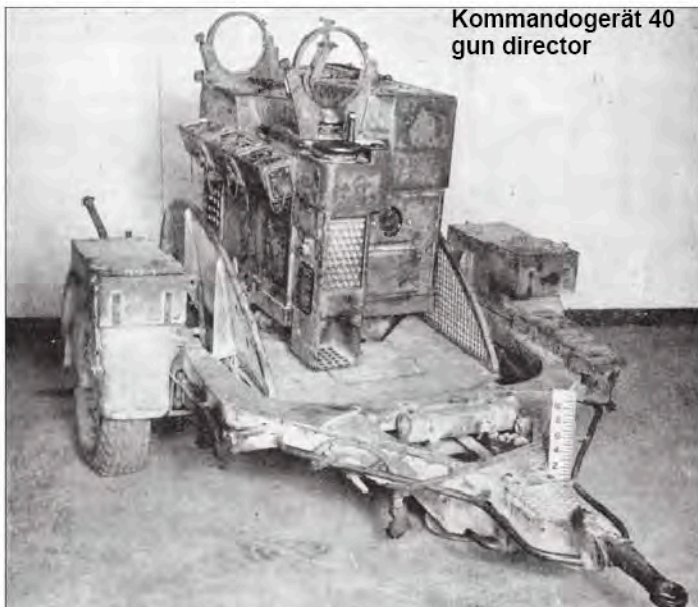
by Al Magnus,
C#4579
Regina Scale Modellers,
Regina, Saskatchewan



This article is about leftovers. No, not food leftovers, but kit leftovers. If you are like me, and have been building for numerous years, you have a lot of extra parts laying around. A chance discovery of a picture with a 2 cm MG151/20 Flakdrilling mounted on a Kommandogerät 40 gun director platform, most likely taken toward the end of the Second World War, spurred me to rummage through

my parts boxes (yes I have more than one, don't you?!). I had as a leftover from their 1:72 scale 8.8 cm Flak 36 kit. I had built the gun and used the Sd.Anh.52 trailer on another project, leaving this as the last remnant of the kit.

What I was missing to get this off the ground was the 2 cm MG151/20 Flakdrilling. Fortunately CMK makes a resin kit of this gun (kit no. 2059), so I ordered one. The MG151/20 was a standard 20 mm autocannon used by a variety of Luftwaffe aircraft. It was also used as an anti-aircraft gun, in this case as a triple (drilling) installation on a specifically designed mount (Flugabwehrlafette 151 D/B)



Kommandogerät 40 gun director



2 cm MG151/20 Drilling gun mounted on a Kommandogerät 40 gun director platform

Sting of the Hornet - A 50th Anniversary CH-124A



Massimo Santarossa puts the sting into Fujimi's 1/72 Sea King



By Massimo Santarossa
IPMS Canada C#6052
Calgary AB



Introduction - Canada's Sea King

The Royal Canadian Navy (RCN) acquired the first of 41 Sea Kings in 1963, under the designation of CHSS-2. Initially, the helicopter served from the aircraft carrier HMCS Bonaventure and, using the innovative Canadian-designed 'Bear Trap' helicopter haul-down system, from the decks of Canada's smaller destroyer helicopter escort (DDH) ships.

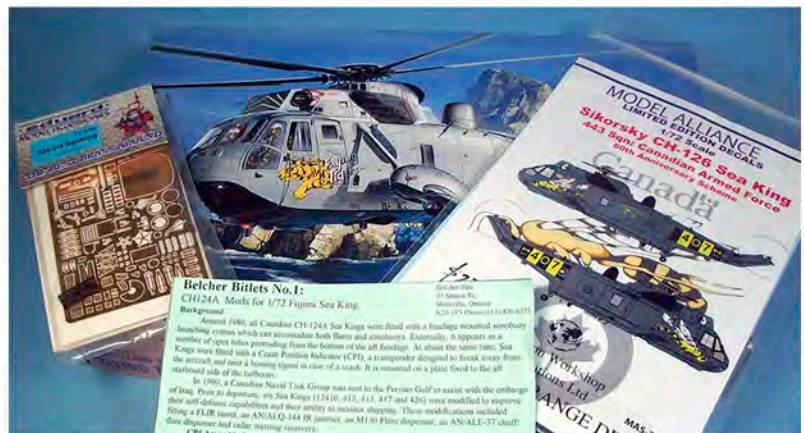
With the integration of Canada's three military services in 1968 to form the Canadian Armed Forces (CAF), the new Maritime Command controlled the operation of the Sea Kings. After the Bonaventure was paid off in 1970, they continued flying from Canada's St. Laurent-class destroyers, the Iroquois-class destroyers, the Halifax-class frigates, and the Protecteur-class auxiliary oiler replenishment (AOR) ships of Maritime Command and today's re-born RCN. Although the Sea Kings continued to fly under the operational control of Maritime Command, the CH-124 fleet became part of the 'air force' under the newly-formed Air Command in 1975. In August 2011 Air Command reverted to its historical name to become known as the Royal Canadian Air Force (RCAF).

To align with the new CAF system the CHSS-2 was redesignated CH-124 in 1970. The fleet has received a large number of upgrades over the years (see Jeff

Rankin-Lowe's article later in this issue) and has deployed on exercises and operations around the world. The helicopter has taken part in several conflicts, including the Gulf War in 2001, and continued to serve on in the RCAF into 2018. After many delays the replacement aircraft, the CH-148 Cyclone, has now taken over the CH-124's roles. Thus, after 55 years of serving Canada the Sea King finally retired from service on 1 December 2018. A number of airframes have been selected for museum display across the country for people to enjoy for many years to come.

Kit and Conversion

I was keen to add a Sea King to my collection of models and chose for the task the 1/72 Fujimi kit (#72073), along with the Belcher Bits conversion (belcherbits.com). There



The parts ready to go. Add to these some MV lenses for landing lights, brass rod, black quilting thread, various bits of styrene and aluminum, and it was time to build.

A few details of the CH-124 Sea King



DND Canada photo ET2014-7203-5



DND Canada photo HS-03-0131-d13

Some less-well documented Sea King angles. Although seen here in a sad state, this crash-landed example shows some great belly panel and wheel well detail. The shot above shows some differences from the crashed machine. The true modelling masochist will enjoy how much fine detail there is under the front engine cowling, seen in the shot below.



DND Canada photo HS-03-0131-d21



DND Canada photo HS72-2000-27

A few notes about Canadian Sea Kings



Very early view of the first CHSS-2, 4201, in flight. The Sea King fleet wore this basic scheme until CAF Unification in 1968. DND Canada photo EKS-1531

by Jeff Rankin-Lowe,
London ON



History of Canada's Sea Kings

On 26 September 1962, the Canadian Treasury Board authorized the purchase of eight Sea Kings and one operational flight and tactics trainer (OFTT) for the Royal Canadian Navy (RCN) as the initial purchase of a planned fleet of 36 helicopters, spare engines, and all related support equipment. The Sea Kings were to replace the Sikorsky HO4S-3 and would be the RCN's first all-weather, night/day Anti-Submarine Warfare (ASW) search and attack helicopter. The first four Sea Kings for the RCN were contracted with United Aircraft of Canada Ltd (UACL), now known as Pratt & Whitney Canada Ltd (P&WC), but were manufactured and assembled by its parent company, Sikorsky Aircraft Division of United Aircraft Corporation (now United Technologies), in Stratford, Connecticut. The four completed helicopters were accepted there and ferried to Canada by RCN crews. The airframes for the remaining 37 Sea Kings (the total having subsequently been increased by five, for a total of 41 aircraft) were manufactured by Sikorsky and shipped as kits to their Canadian subsidiary for final assembly and the installation of government- and contractor-furnished equipment. They were then test-flown and accepted into the RCN or, after unification, CAF service. The first RCN Sea King was accepted on 24 May 1963. Subsequent Treasury Board authorities were approved for the new total of 41 helicopters, as follows:

- ◆ 01 Apr 63 - one
- ◆ 27 Sep 63 - six
- ◆ 21 Feb 64 - nine
- ◆ 30 Oct 64 - eight
- ◆ 06 Nov 64 - four
- ◆ 22 Dec 65 - five.

The general specification for the design and construction of Sea Kings for the U.S. Navy (USN) was SD-24G, dated 15 September 1953. The USN's detail specification was SER 61663, while the Canadian detailed specification was (CSER) 61663. The first nine Sea Kings were procured in accordance with Sikorsky Specification CSER 61663 Revision 2, dated 3 March 1964. As each succeeding batch was purchased, a specification addendum was issued that, when combined with the basic specification, represents the configuration of each batch as follows:

Specification	Serials	Quantity
CSER 61663 Rev 2:	4001 to 4009	(9)
CSER 61663 Rev 2 plus Addendum 1:	4010 to 4015	(6)
CSER 61663 Rev 2 plus Addendum 2:	4016 to 4024	(9)
CSER 61663 Rev 2 plus Addendum 3:	4025 to 4036	(12)
CSER 61663 Rev 2 plus Addendum 4:	4037 to 4041	(5)

RCN crew training began in the U.S. in 1963. Helicopter Squadron 50 (HS 50) became operational on the Sea King in December 1964, initially land-based at HMCS Shearwater (across the harbour from Halifax, NS) and at sea from HMCS Bonaventure. Despite having already been redesignated as SH-3 from HSS-2 in the United States, the initial RCN designation was CHSS-2 and this remained until 14 August 1970, at which time the new CAF designation, CH-124, was adopted. The message to Shearwater directing the redesignation was dated 27 July 1970. The original RCN serials were from 4001 to 4041 and these, too, were changed with the survivors being reserialled from 12401 to 12441, taking effect on 14 August 1970. The last Canadian Sea King was accepted into service on 3 May 1969, which means that all of them initially wore serial numbers in the original RCN range.