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# RT

## Random Thoughts



By  
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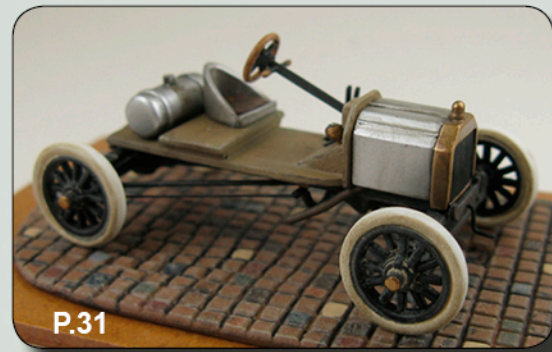
**'Best Canadian Subject' at the IPMS/USA 2019 Nats**

[ipmscanada.com](http://ipmscanada.com)

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**Cover Comment:** *IPMS Toronto's Harvey Low put a lot of effort and close to 1000 parts into turning several M113 kits and a bunch of aftermarket and scratch-built items into a Canadian TLAV. This was judged to be the Best Canadian Subject at the IPMS/USA Nats. See page 5 for more coverage of this big event.*

## 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, 1:48 CH-47A Chinook, 1:48 'Buddy Holly' Bonanza, 1:48 CF-188A 'Canada 150', German BR.1150 'Atlantic', Cdn Army M1917 Renault

# THE IPMS/USA NATS 2019

Photos and text by  
Steve Sauvé, RT Editor



The IPMS/USA 2019 National Convention (the Nats) took place in Chattanooga, Tennessee at the downtown Chattanooga Convention Center. It was a great venue which was extremely well laid-out to allow the registration, administration, seminar rooms, the well-lit contest room and vendors room to be comfortably co-located on the ground floor. An air-conditioned walkway between the Marriott and the convention centre was a welcome relief from the high heat and higher humidity in this part of the country in August.

Although the Chattanooga Scale Modelers had the lead on the Nats, they also received a lot of much-needed help from other clubs in the region: Atlanta GA, Marietta GA, Huntsville AL, Birmingham AL and Knoxville TN. To me this is a great example of IPMS local clubs cooperating and collaborating to help IPMS/USA and the rest of the IPMS world.



The Nats contest area was well laid out for the 4600+ entries, comprising around 6000 individual models.

## IPMS/USA 2019 National Convention Best Canadian Subject Award Entries

Scale	Description	Builder and hometown
<b>JUNIOR</b>		
1:48	AT-ST Scout Walker	Caleb Duttlinger, St. Louis MO
<b>AUTOMOTIVE</b>		
1:25	Crescent Cheese truck	Gates Bisson, Toronto ON
<b>MILITARY VEHICLES</b>		
1:35	M113 TLAV	Harvey Low, Toronto ON
<b>AIRCRAFT - 1:144</b>		
	CF-18 Hornet	Thomas Costanzo, Morgantown KY
	DC-6 water bomber	Carl Knable, Wheaton IL
	Grumman Goose	Iain Fraser, Burlington ON
<b>AIRCRAFT - 1:72</b>		
	CH-149 Cormorant	Carl Knable, Wheaton IL
	CP-121 Tracker	Carl Knable, Wheaton IL
	DHC-1 Chipmunk	Robert Sheldon, Pensacola FL
	DHC-3 Otter	Mark Statt, Cincinnati OH
	Hurricane Mk. I	Joseph Youngerman, Henderson NV
	Lancaster Mk. 10	Scott Bregi, Newport News VA
	Sea Fury FB. 11,	Carl Knable, Wheaton IL
	Vampire Mk. 3	<b>(UNKNOWN BUILDER)</b>
<b>AIRCRAFT - 1:48</b>		
	CH-124A Sea King	Randy Lutz, Stittsville ON
	CH-136 Kiowa	Mark Statt, Cincinnati OH
	Sea Fury FB. 11	<b>(UNKNOWN BUILDER)</b>
	Typhoon Mk. I	Lorenzo Vitali, Toronto ON
	Vampire Mk. 3	James Green
<b>AIRCRAFT - 1:32</b>		
	Sopwith Camel (Barker)	Tim Nelson, Kirkland WA
	Sopwith Camel (Brown)	Ken Niles, Fayetteville GA

# Change of ownership...



## A 1:48 French Bf 109E-1

by Jim Knight  
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landed at the Armee de l'Air base in Orconte, Marne Valley. The aircraft received national markings and was later destroyed during flight tests with a Morane MS.406.

### HISTORY

During the early phase of the war in Europe there were several occasions where Bf 109E 1/3/4s became lost and for various other reasons were captured by the French Air Force. Once in French hands these aircraft usually had their national markings changed and then were put through various performance trials. Most of this was done at Bricey Flight Test Centre against D.520s, Bloch 152s and MS.406s. At least two of these aircraft ended up in the UK with one eventually ending up in the US.

One of these aircraft was a Bf 109E-1 W.No 3247 flown by Uffz. Karl Hager of 1./JG76 who due to a navigation mistake

### KIT AND DECALS

The kit I used for this project is the Airfix # A05120 of their Bf 109E-1/E-3/E-4 which was a new tool version in 2010. Reason being as it has all the parts for an early E-1. Airfix has since reissued this kit in late 2010 #A05122 with new decals and again in 2014 kit #A05120A. (Fig. 1)



The decals are from Hussar # 48D001 Messerschmitt Me 109E1/E3. In it are the decals for four versions which are Bf 109E-1 of Uffz. Karl Hagan of 1./JG76 in Luftwaffe markings and then the French

markings applied to his aircraft after captured two sets of markings for the experimental camouflage scheme used by JG53 in the autumn 1939 / spring 1940. Hussar also has a second decal sheet out #48D002 with markings for Bf 109E-3s for a German, French, UK and a E-3a at Stalingrad. (Fig. 2)



# Canada's Homebuilt Freedom Fighter



## A CF-5A Conversion in 1:32

By John Lumley, C#1000  
IPMS Winnipeg, MB



My single-seat aircraft model collection is largely 1:32 scale and whenever possible I've attempted to model those subjects either in Canadian markings or in the markings of an aircraft that a Canadian flew. By and large, aircraft like the Spitfire, P-40, Mustang, Sabre, CF-104 and CF-18 required little in the way of modifications to meet those needs. Invariably, my biggest obstacle was obtaining and/or developing appropriate markings. Fortunately, companies like Leading Edge Models of Calgary, Alberta ([lemdecal.com](http://lemdecal.com)) have addressed that void. The one exception in my collection that proved to be a significant obstacle was the CF-5 Freedom Fighter.

### The CF-5

The Canadair Model CL-219, better known to enthusiasts as the CF-5A\* (single seat) and CF-5D\* (two seat) are in fact Northrop F-5's license-built by Canadair of Montreal, Quebec. The first CF-5A rolled off the production line on January 15, 1968, with a total of 89 CF-5A's and 26 CF-5D's being built for the Canadian Armed Forces (CAF). A further 75 NF-5As and 30 NF-5Bs were built for the Dutch Air Force. (NF-5A and NF-5B were the Dutch designations

for the F-5 single and two-seater respectively.)

Of the aircraft produced for the CAF, 18 CF-5A's and two CF-5D's were sold to Venezuela, prompting the Canadian government to contract with Canadair for an additional 20 CF-5D's.

The CF-5 was powered by two Orenda built J85-CAN-15 engines permitting the aircraft to attain level speeds up to Mach 1.3. The aircraft itself had a maximum speed (i.e., Velocity Never Exceed, or VNE) of Mach 1.72; however, some assistance from gravity (i.e., diving) was required to reach this limit. While the CF-5 was never a match for the likes of the Hornet or Eagle, it served its purpose well and, if nothing else, it was a pretty aircraft that was fun to fly. It is also a subject that, while not completely ignored in the modelling community, has yet to appear in the ever growing popular 1:32 scale.

Now I am admittedly a slow builder and when I say the idea of having a 1:32 model of a CF-5A goes back to the late-80s I am not exaggerating. Indeed my first conversion of the Hasegawa F-5E kit was published in a long gone American publication back in '93. Like the magazine, that model too is long gone. Having learned from past mistakes, I initiated a second build some 13 years ago with the added idea of facilitating 1:32 F-5A models for other like minded modellers.

# A 1:72 Ford Model T Racer



by Al Magnus,  
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Regina Scale Modellers,  
Regina, Saskatchewan



## Introduction

When modelling starts to get boring, I find fun to look for something a tad different than my usual fare to build. This model, an RPM Ford Model T MMGS, had been sitting on my shelf-of-doom for some time now. Overall it's not a bad kit, somewhat simplified and crying out for extra detailing, especially on the chassis, but for some reason I just couldn't get started.



Having fun in 1919 Regina, Saskatchewan

## The inspiration

After another peek inside the box recently, I decided that it was time to get this one built, but covering over any suspension work with the body just wasn't something I couldn't live with. So I was off to the computer to see if I could find Model Ts on the web with an exposed suspension, either military or civilian. My fancy was caught by numerous pictures of some very crazy dudes who had stripped their Model T to the point that it was basically a four-wheeled motorcycle with very little for protection from the elements nor provisions towards safety. I was particularly smitten by a photo of a pair of Model Ts in a game of auto-polo taken in my hometown in 1919. As much as I wanted to do one of these, I didn't relish the

prospect of building a Model T engine from scratch in 1:72 scale. In the end I decided to make a generic stripped down racing Model T, keeping as many kit parts as I could: frame, suspension, wheels, hood, seat and radiator. The remainder would be scratchbuilt.

## The build begins

I started with the frame and suspension. After gluing the kit's transfer case between the frame's rails, I added a crankcase/oil pan using a section of sprue.

Moving to the front, the axle was extensively scraped and sanded to look something more like that found on a Model T. I added grease nipples, etc., from punched plastic disks. The leaf springs are simply moulded as smooth