

# 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,  
C#4579  
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

# Building a 1:35



## Rescue Excavator



By Barry Maddin  
IPMS Canada C#6000  
Truro NS



Hasegawa have produced an item in 1:35 scale, not a military vehicle but rather a construction vehicle, the Hitachi ASTACO NEO disaster relief vehicle. The vehicle is a mean-looking piece of equipment with its double arms and their 'grabber' and 'shear' attachments. It's called the ASTACO which is an acronym for Advanced System with Twin Arm for Complex Operations. Developed by Hitachi for the demolition of damaged structures resulting from earthquakes or tsunamis the vehicle can also be deployed in rescue operations, clearing rubble to save survivors. The ASTACO NEO entered the market in September 2012.

### The Kit

The kit is a Hasegawa's Science World edition SW04 kit # 54004 in 1:35 scale (Fig. 1). In the box you find sixteen sprues moulded in different colours and materials. The styrene sprues are in bright orange, light grey and dark grey (Fig. 2). Additionally there is a clear sprue, two black rubber sprues, a couple of steel springs, a vinyl hose and nylon mesh. The different colours of the styrene enable you to build the kit without having to paint it if you so

desire. There is a detailed decal sheet and an excellent set of instructions.

The kit is really modular in design, with the major components being built separately and then easily combined to complete the kit. All model kits are modular to some extent but the design and ease in which the kits modules come together makes assembling and painting each module a breeze.



# A1:35 CH-47A Chinook



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



## History

The CH-47 is an American twin-engine, tandem rotor heavy-lift helicopter. The all-weather CH-47A Chinook was designed and produced by Boeing Vertol in the early 1960's with its primary roles being troop movement, artillery placement and battlefield resupply. It had a wide loading ramp at the rear of the fuselage and ventral cargo hooks to haul slung loads externally. It was powered initially by Lycoming T55-L-5 engines rated at 2,200 horsepower (1,640 kW) but then replaced by the T55-L-7 rated at 2,650 hp (1,980 kW) engines or T55-L-7C engines rated at 2,850 hp (2,130 kW).

The U.S. Army selected the Chinook as its standard heavy-lift transport helicopter and the initial delivery was in August 1962. A total of 349 CH-47A's were built. The CH-47A had a maximum gross weight of 33,000 lb (15,000 kg) allowing for a maximum payload of approximately 10,000 lb (4,500 kg) and a total of 349

were built. The 1<sup>st</sup> Cavalry Division took their organic Chinook battalion with them when they arrived in Vietnam in 1965.

## The Kit

The Trumpeter CH-47A Chinook # 05104 in 1:35 scale is one big aircraft kit (Fig. 1). Upon opening the box you find a very well-packaged kit with 312 parts. The kit is moulded in light grey styrene, with the windows and nose cone in clear plastic and a fret of photo etch is provided for the engine screens and vents. The two halves of the fuselage are secured in separate boxes (Fig. 2) with the clear nose cone, rubber tires, white metal landing gear and 13 styrene sprues safely packaged below them (Fig. 3).

## The Build

The first thing I did was to treat all the clear parts with a coat of Future Floor Finish and then placed them in a sealed plastic box to keep them dust-free. Future fills in any micro scratches and leaves the clear parts sparkling bright; it also help protect the parts while handling them during assembly.

The main instrument panel is also moulded in clear plastic. I carefully brush-painted the



A daring night mission captured in 1:35 scale

# OPERATION FRANKTON



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



The port of Bordeaux was the location of German merchant ships involved in trade with the Far East. The ships evaded the British naval blockade and brought in valuable raw materials like rubber, tin and tungsten for the German war effort.

Operation Frankton called for six, two-man Royal Marine Commando canoe teams to be deployed by submarine into the Bay of Biscay near the mouth of the River Gironde. Paddling at night, they would travel 145 km (90 miles) upriver to Bordeaux. It was a journey of several days. Once there they would attach magnetic 'limpet' mines to the hulls of merchantmen and make their escape overland via Spain to Gibraltar. The teams would be equipped with the Cockle Mk. II collapsible canoe which would lend its name to the men who took part in the raid, the 'Cockleshell Heroes'.

The teams deployed by HMS Tuna into the Bay of Biscay near the mouth of the river Gironde on 7 Dec 1942. One boat snagged on a hatch and was rendered unseaworthy and the remaining five boats set out on the mission.

Misfortune further plagued the mission with one boat capsizing and the crew subsequently dying of hypothermia, and another two crews being captured by the Germans. The remaining two boats set their limpet mines on six ships and made their escape. However, one crew was captured and only Major Herbert 'Blondie' Hasler and Corporal Bill Sparks made it back to England, a journey that took four months. All the captured men were executed in accordance with Hitler's notorious 'Commando Order', which stated



# 'Final Stand'



## A 1:35 'Indian Wars' diorama

By Barry Maddin  
IPMS Canada C#6000  
Truro NS



### Historical background

The Indian Wars is a term given to long period of violent conflict between 1540 and 1924. There were numerous armed conflicts between colonists and later, settlers and the indigenous people of the Americas in the lands that became Mexico, America and Canada. These conflicts resulted from competition for resources and land ownership as the colonists and settlers encroached into territory which had been traditionally inhabited by Native Americans. The years of warfare and raiding cost the lives of many on both sides of the conflict.

### The Kits

Master Box released a series of 1:35 scale figures they call "Indian Wars Series". The first kit is titled "Apache Attack" (MB 35188) consisting of two figures: a mounted Apache Warrior and a running Apache Warrior (Fig. 1). The second kit is titled "Tomahawk Charge" (MB 35192) also with a

mounted Warrior and a charging Warrior on foot (Fig. 2). The third kit is "Final Stand" (MB 35191) which consists of a Cavalry Sergeant kneeling behind his horse and a Scout engaging a foe (Fig. 3).

The instructions are printed on the reverse of the boxes with the part numbers indicated on a diagram of the figures and sprue. Painting details are called out on the assembly diagrams with a colour chart identifying the colours using Vallejo and Lifecolor paints (Fig. 4). There are no part numbers on the sprues so you will need to compare the sprue with the box diagram. The figures are cast in grey styrene that is easy to cut and sand, with the figures fine detail well rendered with minimal mould lines (Fig. 5).

### The Build

I started the build with the "Final Stand" kit. As I normally do with figures I used the back of a # 11 knife blade to undercut the clothing edges and re-scribe the detail to increase the sharpness of the moulded detail. I assembled the Cavalry Sergeant with his 1873 Trapdoor Springfield, a breech-loading rifle carbine and a sabre, adding a scabbard strap made from paper card stock. The overall fit was very good with only a little filler needed around





1:72

# A German Navy



## Br.1150 Atlantic 1

by Bernie Hengst,  
C#2020  
IPMS Toronto, Ontario



### History

In 1958, NATO invited competitive bids to find a successor to the outdated Lockheed P2V Neptune for the anti-submarine role. A total of 24 projects from 9 countries were received and the Breguet Br.1150 was awarded the contract. The consortium for the production was made up of companies from France, Germany, Netherlands, Belgium and Italy.

After the first flight on 21 October 1961, it was four more years before the first production aircraft were delivered to France and Germany. The French 'Aeronavale' received 40, the German 'Marine' 20, the Dutch 'Koninklijke Marine' 9 and the Italian 'Marina Militare' 18 aircraft.

In 1971 five of the German Atlantics were modified to perform

the Communication Intelligence (COMINT) and Signal Intelligence (SIGINT) roles. When the Atlantics were retired in 2006 the COMINT/SIGINT versions served another few years.

### The Kit

The Revell model of the Atlantic was sent to me by a friend in Germany. The large box was filled with eight sprues of light grey-blue plastic with 157 parts and a small sprue of 17 clear parts. The instruction booklet of 20 pages covers the 75 steps of the build.

This is a large model, similar in size to the C-130 Hercules or the C-160 Transall. Decals are included for Dutch, French and German aircraft. I wanted to finish

and paint the model as a replica of an Atlantic of Marinefliegergeschwader 3 'Graf Zeppelin' in the retirement paint scheme worn on Airday 2006. This was made easy for me by Revell, as they included the codes 61+11 which were the German markings on the decal sheet.





# FDNY Fireboat 'Fire Fighter'

## 1:87



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



## The FDNY Fireboat 'Fire Fighter'

The fireboat 'Fire Fighter', built in 1938 by United Shipyards of Staten Island, New York, was named to honour all the firemen of the FDNY (Fire Department of the City of New York) who were killed in the line of duty, rather than naming it after a NYC mayor, as was the tradition with previous boats.

The Fire Fighter would remain the most powerful fireboat in the world for decades. It was the first diesel-electric fireboat delivered and was equipped with eight deck monitors and a 55-foot water tower.

When new, Fire Fighter had a colour scheme comprising:

- ◇ a black hull and water tower,
- ◇ a white band along the top of the hull,
- ◇ a white deckhouse and pilothouse,
- ◇ a buff colour smokestack,

with a black band at the top with the fittings,

- ◇ hose nozzles and manifolds in polished brass.

The aft water tower was removed in 1962 and by 1988 the Fire Fighter was painted fire engine red from the waterline up, with same white band at the top of the hull. The deck and monitor platform was also painted fire engine red as are the nozzles, stack and radar mast.

Fire Fighter was built with a pair of Winton sixteen-cylinder diesel engines, with each tied to an electric generator capable of powering her twin 1,000 horsepower electric motors. Once at the fire scene the boat's engineers needed to divide power between the screws and the fire pumps. When 100% of the power is sent to the pumps she was capable of delivering 20,000 gallons of water per minute to either of her fire monitors, or ashore to trucks fighting more traditional fires. The Fire Fighter remained in active service for 74 years, from 1938 to 2012. The Fire Fighter's last action was responding to the 9/11 disaster, providing water with her powerful pumps to land-based fire trucks when the fire mains around the twin towers failed.



## The Kit

Unlike the original 1963 Revell kit that came with plated brass-coloured fittings the 1992 reissue (**Fig. 1**) is produced in white and black plastic. Note that



# Twilight of the Avenger



1:72

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



## History

Having served the United States Navy (USN) as a low-level torpedo bomber during World War II, the Grumman TBF/TBM Avenger aircraft performed its service with distinction. The aircraft slowly replaced the aging Douglas TBD Devastator, and with its sturdy construction perhaps saving the life of a future U.S. President, that's another story in itself.

The Avenger's design remained pretty constant during the wartime period, however post-war aircraft took on several new looks. The TBM-3W being perhaps the most radical departure from previous models, they continued to serve with various countries through the 1950's and beyond. Some retained the elongated greenhouse, sans turret; some replaced the greenhouse with a solid structure, while others sported a huge ventral air-to-surface radar radome, not to mention those that became aerial spraying and water-bomber aircraft while in civilian use. Thankfully, several survive today in airworthy condition and continue to fly at air shows world-wide, while others have been restored and are on static display in various museums throughout the world.

With Sword's release of their 1:72 scale TBM-3W, #SW72114, one of the markings options was for a Royal Canadian Navy (RCN) aircraft and that tripped my trigger to purchase the kit. Little did I know at the time just what I was in for with the build and I'll get to that later.

## The Sword kit

The kit parts are crisply-moulded; however there are no locating pins, so I made sure I was careful as I glued the main components of the airframe together.



## The Build

The build began by wiring the engine front, **Fig. 1**. One can see the wad of thin solder that I used and it was just a matter of cutting very short sections and gluing them to the



# Neon Phantom

## The F-4H-1



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



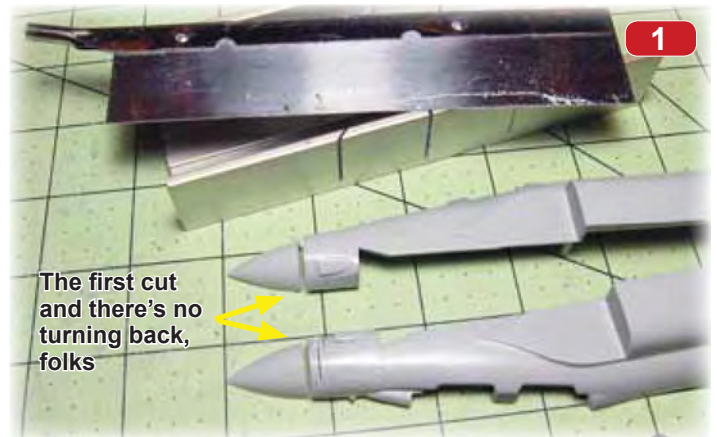
### Background

While I've built my share of McDonnell, and later, McDonnell/Douglas Fujimi 1:72 scale F-4 Phantoms, new ground was broken when I decided that the time had come to build one of the early F-4H-1 prototype aircraft. Somewhere along my modelling route, I purchased the Falcon vacuformed triple-conversion kit V, #4601, that contained what I was looking for, and that was the earlier and flatter prototype canopy. The F-4 conversion in that set had a different nose that was more like the production aircraft, and was named 'Sageburner'.

I opted for the one named 'Project Top Flight', with its shorter and more-pointed nose. Decals for that aircraft came from an old Tasman sheet, #V7205, that was purchased about the same time as was the Falcon vacuformed offering. The sheet also contained the 'Sageburner' markings.

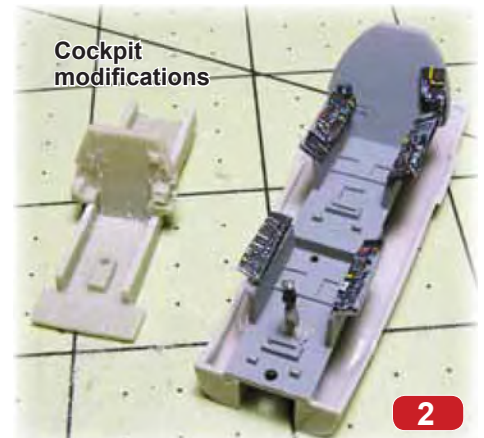
### The build begins

I chose the Fujimi F-4B kit, #G-11, which didn't have the wing bulges for the wider tires seen on USAF and later USN/USMC Phantoms, and began by cutting and shortening the nose, **Fig. 1**. The hump behind the rear cockpit needed removal and further shaping and refining



would come once the fuselage halves were glued together. I had a resin aftermarket interior for the F-4E/F Phantom from FM Detail Sets #720101, manufactured in Hungary, and I thought that with some modification I might get it to fit, but that was not to be, due to its size and mounting differences as

regards the Fujimi fuselage cavity. Sawing off the Fujimi flat side consoles and adding the aftermarket replacements, I was able to graft them, **Fig. 2**, onto the Fujimi cockpit tub part which also contained





*One 'H' of a Mustang...*



# A 1:72 postwar P-51H in USAF service

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



## Introduction

The P-51 Mustang series underwent a number of improvements during the war years and beyond, from the early A-36 to the B, C and the D, with the H-model being the epitome of the design. While it's a toss-up for me, I favour the 'B' and 'D' models of the aircraft the most.

With the Mustang's further development, the 'H' took on a look of its own with the slightly deeper and longer fuselage, taller vertical tail and re-shaped and narrowed landing gear leg doors. With its improvements, it could out-climb a P-51D and it saw post-war service with the United States Air Force and Air National Guard units.

## The kit

After building many of the former models, I decided to have a go at the 'H' as a comparison study. Space limitations in my showcases caused me to opt for the 1:72 scale P-51H from RS Models kit, #92148. It actually took TWO kits to come up with one model and I'll explain why. To get ahead of myself a bit, if you look carefully at **Fig. 7**, you will notice that the left fuselage half is darker than the right half, and that is the result of my having spilled most of a bottle of paint on the original lighter-coloured left kit fuselage half. As a result of the spill, its delicate engraved panel lines

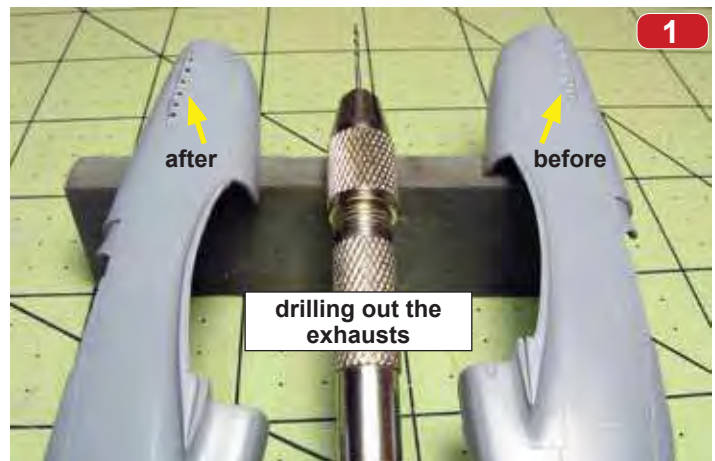
were ruined. I had originally bought the kit with Air National Guard markings, but the second time around I ordered the kit that contained U.S. Air Force markings, kit #92219. I subsequently used the decal sheet from that kit plus the left fuselage half when I found a scheme I liked better than my first choice.

## The subject

The aircraft I modelled served with the 62<sup>nd</sup> Fighter Squadron, 56<sup>th</sup> Fighter Group, of the Alaska Air Command in 1948. For some reason, that kit's plastic colour was darker than the ANG version.

## The build starts

With the original kit in hand at that time, 'pre-accident', I began work by drilling out the exhaust stacks, **Fig. 1**. The slight indentations, as shown on the left fuselage half, allowed for easy drilling to deepen the individual stacks.



# - SCRAP METAL WARRIORS -



## The **AMERICAN M1917** in **CANADIAN SERVICE**

1:35

**MENG**

by Gary Barling  
C#0014

Ottawa Valley Plastic Modellers  
Petawawa, Ont.



Renault FT-17, and the US intended to equip the American Expeditionary Forces in France with them. However, US

### **BACKGROUND**

In 1938, the Canadian Army realized that they would need to form a Tank Corps based on information coming from Europe, primarily England and Germany. Shortly thereafter, a Canadian Tank School was opened at Camp Borden in Ontario. Later, its name changed to the Canadian Armoured Fighting Vehicles Training Centre. It did not have many tanks with which to train future tank crews: a few tracked machine gun carriers, a British Light Dragon Mk III and two Vickers light tanks were all it had at its disposal.

In late 1939, when war in Europe broke out, the School was slightly better off. It could now boast that it had 14 British Vickers Mk VIB light tanks on its strength. However, this was not enough. The Canadian AFV Training Centre at Borden expected to train 200 men at a time, and they needed more vehicles.

The M1917 was the USA's first mass-produced tank, entering production shortly before the end of the First World War. It was a license-built near-copy of the French

Colonel Frank Worthington inspecting an M1917 as it arrived at Camp Borden



1

# CF-188A 2017 Demo Team Hornet



**1/48**

by Gerry Doyle  
IPMS Ireland  
Dublin, Ireland



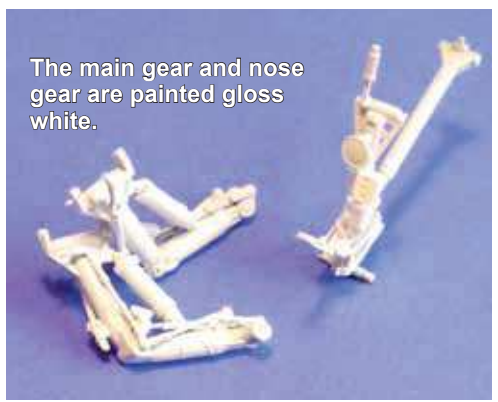
For  
position  
only

## THE BUILD

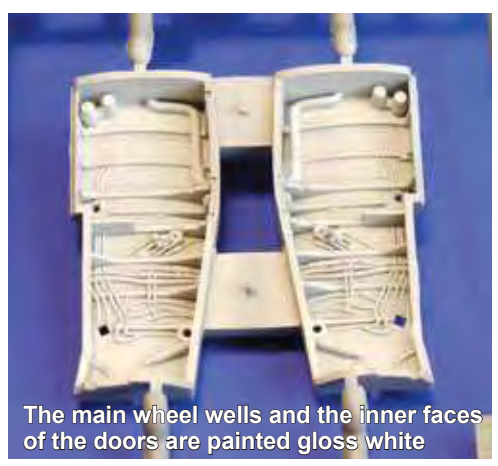
As always with my builds I started with the sub-assemblies and as I like to get them out of the way early so they are not hanging over my head at the end.

## Undercarriage and Wheel Wells

The first job I did was build the undercarriage. The nose gear comprised nine pieces and went together very well. I did have to check references here as the instructions did tend to be a bit vague on the placement of some parts. However, when built up and painted they looked very good indeed, as did the main gear. The wheel wells were painted white, too.



The main gear and nose gear are painted gloss white.



The main wheel wells and the inner faces of the doors are painted gloss white

*Editor's note: I saw this model at the IPMS(UK) Scale Modelworld show at Telford in 2017 and thought it would be a great subject for RT. the author kindly responded to my request to contact me about publishing the build.*

When the box art for this kit first popped up on social media I pre-ordered it right away. Having seen photos of the unveiling of the 2017 RCAF Demo Team commemorative scheme I knew I just had to do a model of it. With the large maple leaf motif on the spine and the theme carrying all over the topside I knew it would be a gorgeous addition to my display cabinet.

Kinetic have been going from strength to strength over the past few years improving their quality with each of their releases and their F-18 family really are first class, and with subjects like this they are on a winner.



# Change of ownership...



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

by Jim Knight  
C#5033  
Eugenia, Ontario



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.

### 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)

### 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



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 Bf109E-3s for a German, French, UK and a E-3a at Stalingrad. (Fig. 2)





# 'Space Odyssey'



## AMT's classic 1:25 Ford van gets an 'out of this world' custom paint job

By Massimo Santarossa  
IPMS Canada C#6052  
Calgary AB



### Background

In 1978, American-International produced the movie 'Matilda', the story of a boxing kangaroo. If you have never heard of it, don't worry. It was a poor film that tested so badly it was not given a wide release. The only thing worse was the paint job on the 1977 Ford Econoline van featured in the movie. AMT produced a kit version of this van, and yours truly built one as a youth. Nostalgia being what it is, the desire to revisit this build, but with hopefully improved skills, developed.

### The Kit

After searching online for a model that wasn't going to cost more than the real thing, an original boxing was found. This time, however, the yellow, brown and orange paint scheme was traded in for something less garish. The large, clear bubble on the roof was reminiscent of an astrodome, perfect for star gazing from a secluded field or camp site, thus came the inspiration for a space-based finish. This was going to be an adventure, not only because it was trip down

memory lane, but also because it would be my first attempt at a custom paint job.



Fig. 1 - Check out that paint scheme and the beefy bumper. I would have to do better than that. This box dates from 1979, and the Ford van is still available from AMT (Round2 Models) in its present "Phantom" boxing, including many of the custom parts.

# The RCAF in WWII - Red Leaf or a Green Leaf?

by Steve Sauvé,  
C#0323  
Ottawa, ON



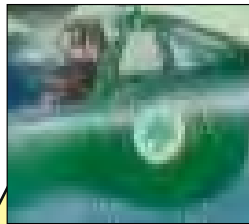
What colour was that leaf? Spitfire Vb, 402 Sqn, 15 Dec 1942 with the well-known Canada/RCAF 'leaf' identifier. Sqn Ldr; D.G. "Bud" Malloy. DND Canada photo PL-15047.

A long time ago, Joe MacDonald's 2009 Spitfire article in **RT 31/3** got me to thinking about an old urban legend. This is the one concerning the WW II RCAF's best-known overseas national identification marking. Central to the theme is that the marking carried a maple leaf on a light-coloured circular disc, per the header photo.

In his article Joe wrote: *"There is still some dispute as to whether these maple leaves were red or green. They probably could have been either, and it may not be possible to know for sure."*

## My take on the story...

I'd be willing to bet money, or at least a beverage, that there is no hard evidence of a green-leafed roundel ever existing on a WW II RCAF aircraft. In this writer's opinion, it was undoubtedly a RED maple leaf. In the following discussion I'll try to explain why that is most likely to be the case. Some of what you'll see here is circumstantial, but I think it builds up the case a lot more than the other side which says, *'well, it looks like green in the black and white photos....'*



This may be what influenced the belief that the 'Canadian' leaf was green. Airfix in the late-1950's/early-1960's was probably working off of greyscale photos and may have just assumed that it wasn't red. Who knows for sure?

As far back as I can remember in this hobby, there has been controversy over this 'green maple leaf' thing. I really think the story got traction from the early Airfix 'poly bag' kit of the Spitfire Mk. IX with the 'JE-J' markings (**Fig. 1**). Airfix produced a green maple leaf for the decals, and I think that's where this all started to become engrained in the collective memory. However, the historical facts don't support what Airfix went with for this kit; more on this a bit later. So for now let's take a look at what was happening in the real world of the RCAF during WW II.

## Exhibit 1: Birth of the RCAF ensign, July 1940

In 1921, the newly-formed Canadian Air Force (i.e., before the RCAF was 'born' on 1 April 1924) wanted to have a maple leaf in place of the red centre on the RAF ensign that was initially adopted for their use\*. This took a while to come to fruition; the RCAF version of the RAF ensign was approved by King George VI in June 1940 (**Fig. 2**). The new ensign carried a red maple leaf roundel in place of the RAF roundel. It was similar to the post-war RCAF roundel in design and proportion.

\* - see [fraser.cc/FlagsCan/Nation/NatDefence.html](http://fraser.cc/FlagsCan/Nation/NatDefence.html)



The RCAF ensign was finalized by the College of Arms in June, 1940, approved by King George VI, and given Royal Assent on 5 Jul 1940. DND Canada photo UB-207.





## Alternate ideas about F/O P. 'Gus' Ardeline's Spitfire Mk. VIII, 152 Sqn, RAF, SEAC, 1944 - 45

by Steve Sauvé,  
C#0323  
Ottawa, ON



During the time I was writing the preceding article on RCAF personnel using a red leaf vs. a green leaf as a national identifier, I got roped into a Spitfire challenge build with a few of the lads. Yes, beer and other mind-control techniques were used to talk me into it. I decided that I was going to do up a straightforward build of an old Hasegawa 1:48 Spitfire Mk. VIII (plus some aftermarket resin parts). In June 2019 I completed a model of the aircraft that was flown by RCAF Flying Officer (F/O) Paul 'Gus' Ardeline, DFC, while he served with RAF 152 Sqn in India and Burma from 20 January 1944 to 25 April 1945. As 'Gus' Ardeline's uniquely-marked aircraft, the only photo of which is seen on this page. It is thought to be serial number JF835 and coded UM-T.

The reference photo at right clearly shows that a maple leaf got applied to the South East Asia Command (SEAC) blue/light blue fuselage roundel. The reason for this being done in this way is not known, so the underlying motivation for who did it, how it was done, why it was done, and even exactly when this happened is probably lost to history.



This is the only evidence that an SEAC 152 Sqn Spitfire became adorned with a maple leaf on its fuselage roundel. The aircraft was known to be flown by F/Lt 'Gus' Ardeline, but in this photo the pilot was W/O John Vickers. It is believed to be JF835, UM-T. Around this inspiration a decal sheet and numerous models have emerged...

I decided to dig into this to confirm various details. One thing that started to gnaw at me was the colour of the leaf on the roundel and how it got there in the first place.

### **BarracudaCals BC48008 Spitfire Mk. VIII**

For my model I used Roy Sutherland's gorgeous BarracudaCals decals for 'Gus' Ardeline's aircraft. They are beautifully printed and go onto the model with no

# A Tiger-mouth Tiger Moth: An Exercise in Speculative Reconstruction



By Leo F. Pettipas  
Winnipeg, Manitoba

Fig. 1. Snapshot of the aircraft that is the subject of this article. Credit: S.R. Earp via R.C. Jones, "Sharkmouth 1945-1970", Arco-Aircam Aviation Series No. 21 (1970).

## Introduction

In 1970, Arco Publishing Inc produced a two-volume work on military aircraft wearing the 'sharkmouth', a motif that can be traced all the way back to the First World War. Included in Volume 1 was a black & white snapshot (Fig. 1) of a de Havilland Tiger Moth that, according the photo caption in the publication, belonged to "a Royal Canadian Navy Flying Training School".

Apparently on the basis of this rather modest image<sup>1</sup>, artist Richard Ward produced two drawings of the RCN Tiger Moth for the 1970 Arco publication, one in colour, and one in black & white. The colour drawing shows the port side (Fig. 2); the black & white drawing, the top (Fig. 3). I believe both drawings are remarkably good attempts to represent the subject Tiger Moth despite the limitations with which the artist may have had to contend.

<sup>1</sup> - I am assuming here that Richard Ward did not receive further details about the aircraft either from the photographer (S.R. Earp) nor the intermediary (R.C. Jones) through whom Mr Ward accessed the photo. I assume that the only raw data at his disposal was the photograph represented here in Figure 1.

In a sense, this article is one of those 'What if' things. In this case, the questions are: "What if we had full photographic coverage and all the supplementary documentation we needed to gain an authentic image of this machine? What did it really look like overall at the time that the Fig. 1 photo was taken?"

My intent here is to discuss the two Ward illustrations in light of what could, and could not, be learned from the photograph, and to offer alternative interpretations of the



Fig. 2. Richard Ward's 1970 colour rendition of the RCN Tiger Moth. The obvious errors are the tail skid - the Canadian Tiger Moths, and the subject aircraft, all had tail wheels - and the yellow wheel covers.



# King X-Ray - The Fastest Hurricane!



# 1:24

A.W. (Tony) Whittingham  
IPMS Canada C#6044  
Streetsville, Ontario  
[whitta@live.ca](mailto:whitta@live.ca)



The Hawker Hurricane was the first of the British monoplane fighters to fly. It could be found in all theatres of the Second World War. Produced in three countries, the Hurricane became a stalwart defender in the battle for France, and Battle of Britain, served in the Winter and Continuation Wars (on both sides!), was first to defend in the Desert, and South East Asia Command. In addition, it served as a night intruder, photo reconnaissance platform, and flew from Royal Navy carrier decks. However, you may not know that two factory owned Hurricanes wore civil registration!

To the best of my knowledge, the only civil registered, factory-owned, Hawker Hurricanes, out of over 14,500 units produced, were **G-AFKX**, formerly RAF serial **L1606**, and **G-AMAU**, RAF serial **PZ865**, famous as the 'Last of the Many'. These airplanes are at opposite ends of the production run, L1606 being the 60<sup>th</sup> production Hurricane, and PZ865 being the last one built. **G-AMAU** also had an air racing career, but that is another story.

**G-AFKX** (C/N W05436) was previously RAF serial **L1606**, a fabric winged Hurricane Mk. I of the first production batch. Originally assigned to No.56

Sqn. RAF, **L1606** appears to have suffered some damage, and was returned to Hawkers. Subsequently Hawker Aircraft Limited bought **L1606** back from the RAF, and used it as an engine and propeller test bed. "King X-ray" was rolled out of the factory on Jan 24<sup>th</sup>, 1939, finished in a scheme similar to the Hurricane prototype, i.e.: silver doped fabric and polished metal panels. It also appears that the radio and guns were removed at this point, as there is no rear-view mirror, radio mast, or gun ports visible in the available pictures. Given the polished finish, and the weight reductions, it is no wonder that the Hawker chief test pilot, P.W.S. (George) Bulman, was able to set a Hurricane "speed record" of 345 mph. in **G-AFKX** <sup>(1)</sup>. Even the Hurricane Mk. IV, with 30% more installed power from a Merlin 32, did not exceed this speed. Metal wings were fitted in June 1940, by which time **G-AFKX** was apparently wearing camouflage with Medium Sea Grey registration. The civil registration was cancelled post war, apparently long after the aircraft was broken up. (**Fig. 1**)

Hurricane Mk. I, G-AFKX, formerly RAF L1606, roll out - January 24<sup>th</sup> 1939. Credit: Aviation Photo Company



# 418 'City of Edmonton' Squadron had them, and now here's...



## ...a BIG Mosquito from Winnipeg\*

by Trish McNorgan  
C#3104  
IPMS Winnipeg, Manitoba



### First, some Modelling Philosophy...

What motivates us to purchase a new kit? Well, as a modeller, it's simply what we do. We buy kits because in each new model we see a blank canvas; another opportunity to build the perfect miniature. When I reopen an old kit, it transports me back to that first time I looked upon it, and the hopes and aspirations held for both the box of plastic parts, and what I would be able to achieve, are there once again.

So, what about the case of an older modeller with way too many kits to build? The motivational aspects of the purchase are still there, however the reality of life tells me that I cannot put it

\* This play on words will be lost on those who have never had the 'pleasure' of spending a spring or early summer in a bad mosquito year in Winnipeg...

on the shelf as a 'someday' project. Much as I still enjoy building, I have cut my kit buying down to one or two per year.

So let's look at the factors that go into increasing the kit inventory when you are collecting old-age security. What is your attachment to the model? This remains the number one motivator and this was the case in my laying out the unprecedented amount of \$300 to buy the new 1/32

