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# RT Random Thoughts

By Modellers,  
For Modellers



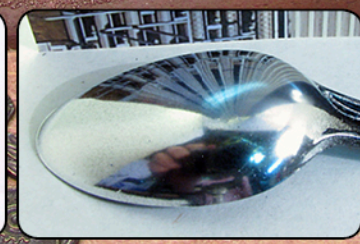
**BONUS!  
FOUR EXTRA  
PAGES!**

## 1:35 RCEME Scammell by Barry Maddin



Also in this issue

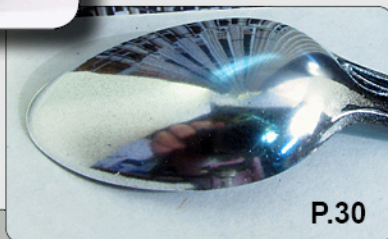
1:48 "Buddy Holly" Bonanza • Chrome Paints for models  
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**Cover Comment:** *Barry Maddin put his modelling skills to the task of refining and customizing the Thunder Models 1:35 Scammell Pioneer to turn it into a Canadian Army RCEME recovery vehicle. See page 20 for the detailed build article.*

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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, 1:48 CH-47A Chinook, 1:24 Hawker Hurricane, 1:72 P-51H Mustang, 1:72 RCN Avenger, 1:48 P-47D SEAC, 1:48 RAF P-47D, Workbench LED lighting, Indian Wars diorama,



# “My First Time”



## Gloster Gladiator Mk. II

1:72

**Massimo Santarossa**  
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*Serendipity - noun; the occurrence and development of events by chance in a happy or beneficial way*

The manner in which Airfix's Gloster Gladiator found its way to the work bench can certainly be described as serendipitous. For some time I had thoughts of building a biplane as I had never tackled this kind of subject, but there was always one reason or another not pursue the idea. As a starting point, I did have in my possession the IPMS Canada: Canadian Aces decal sheet, which featured a Gladiator flown by Vernon "Woody" Woodward amongst its eleven aircraft.

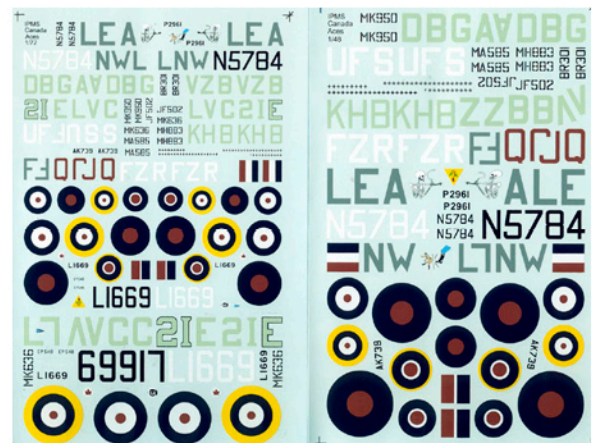
In 2013, Airfix released the Mk. II version of their lovely 1:72 Gladiator and things started coming together. EZ Line ([berkshirejunction.com/subdirectory/ez-line/](http://berkshirejunction.com/subdirectory/ez-line/)) was the next product to make an appearance, with the promise of easier rigging than what was available in the past. The tipping point was when Wingnut Wings released its 1:32 Sopwith Camel, which I always said was the only kit



in that scale that I'd be interested in building; the 1:72 kit would be my training ground for the big scale build to follow. All the parts had come together in one place, thus the project was set in motion.

### A Fast Start

Not surprisingly, construction started with the cockpit which comprised only a handful of parts. These are all well-detailed, including some interior framing and poseable cockpit hatches, which for this build were left closed.



The IPMS Canada Canadian Aces decal set provided markings for 11 aircraft (one Gladiator and Kittyhawk, two Hurricanes, and seven Spitfires) and was produced in both 1:48 and 1:72 scale.



# The Night The Music Died...



## A 1:48 model of an infamous 1947 Model 35 Beechcraft Bonanza

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Albert Lea, MN, USA



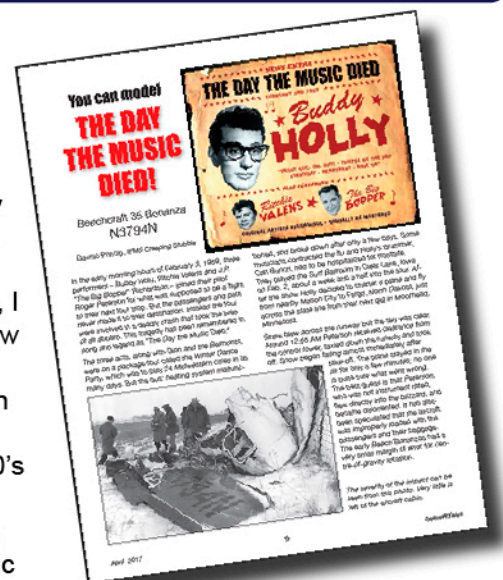
### The Story

Quite an outpouring of world-wide shock and disbelief occurred when it was disclosed that the 1947 Model 35 Beechcraft Bonanza carrying three early rock 'n' roll stars had crashed in a corn field, Northwest of Clear Lake, Iowa on the night of February 3, 1959. The crash took the lives of Buddy Holly, J.P. Richardson, otherwise known as "The Big Bopper", Richie Valens, and the airplane's pilot. They had played at the Surf Ballroom in Clear Lake that evening. Through a coin flip, Waylon Jennings, a side man for Holly at the time, and later, a country music star in his own right, lost the toss and stayed behind, giving up his seat to The Big Bopper. The outcome of that coin toss haunted Jennings for the rest of his life.

It was well below freezing when they took off, heading for the next gig in Moorhead, Minnesota, the following night. The crash report later cited pilot inexperience on the chartered flight which led to the aircraft crashing as a snow squall moved in from the west, just after they took off. To this day, the music of the three stars continues to get air time on radio stations everywhere.

### The Catalyst

When the April, 2017 issue of *beaverTails*, containing an article, "The Day the Music Died", arrived in my Internet mailbox, I immediately knew which model would be next on my list to begin. Back in the 1980's a fellow club member of mine gave me a plastic bag containing the old 1:48 scale, Lindberg 1947-vintage Model 35 Beechcraft Bonanza, kit #504. Somewhere along my modelling path, I bought the 1:48 scale Minicraft kit, #11609 of the later-model Beechcraft Bonanza for reasons unknown to me these days. The *beaverTails* article inspired me to combine both kits, ultimately producing the "Holly Bonanza".





# Building a unique WW II lorry:



1:35

# The Scammell Pioneer

**Barry Maddin**  
**C#6000**  
**Truro NS**



The Scammell Pioneer was a British vehicle used during the Second World War as an artillery tractor, recovery vehicle and tank transporter. From 1936 the British Army began to receive Pioneer heavy recovery vehicles. The first

43 delivered were designated the Pioneer SV1S and the Pioneer SV1T, both with a three-ton folding crane and storage bins for recovery equipment and towing bars. Most of the early Pioneer recovery vehicles were lost in France with the British Expeditionary Force during the British Army evacuation at Dunkirk in 1940.

Introduced in 1938, the Pioneer SV2S had a simpler, redesigned extending crane that provided a greater lifting height. The SV2S remained in production throughout the war, with a total of 1,975 being built by the war's end. As the Scammell recovery vehicle was only a 6x4, meaning it was six-wheeled, but the only drive wheels were the four at the rear, it had a unique bit of equipment - a pair of tracks that could be fitted over the rear wheels. Once installed, they converted the Scammell, temporarily, into a half-track, giving the recovery vehicle greater traction and mobility on soft ground. The Pioneer SV2S recovery vehicle was used by many nations after the war, with the last one being retired from the British Army in the 1980s in Belize.



## The Kit

The kit is Thunder Models #35201 Scammell Pioneer SV/2S Recovery Tractor (**Fig. 1**), consisting of over 400 parts on 11 light grey styrene sprues in, one sprue of



# Chrome for models



Evan Jones  
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One of the most challenging aspects of creating scale models, especially automobile related subjects, is reproducing parts that are chrome plated on the real vehicle. These include bumpers, grills and trim pieces on older replica car and truck models, handlebars and exhaust pipes on motorcycles and any number of suspension, trim and engine parts on custom cars. In model kits these parts are often “chrome plated” by the model manufacturer and many parts will be just fine as they come in the kit. However, there are often parting seams that need sanding, the sprue attachment point is not hidden, the plating is damaged or you modify or scratch build a part that needs chroming, you are faced with how to achieve that unique finish.

There are essentially four methods you can use to achieve a chrome finish on model parts:

- ◇ electroplating
- ◇ vacuum metalizing
- ◇ metal foil
- ◇ “chrome” paint

Each method has its own advantages and disadvantages and will be discussed in turn. All of these methods rely on the part being plated to have an extremely smooth, polished surface. Any surface flaws in the part will be magnified when chrome plated. This is partly because of

the thinness of the coating, but also because a smooth surface makes a much better reflector and mirror.

## Electroplating

This method is how real metal parts are chrome plated. The metal part is immersed in a liquid bath consisting of metal salts and various other chemicals. An electric charge is applied to the part and the metal is deposited by an electrochemical reaction where the metal adheres to the part. Chromium, or chrome, is by far the most popular, but other metals can be electroplated, such as copper, zinc or nickel. In fact, many chrome plated parts undergo various plating processes i.e. copper, followed by nickel and then chrome. This method is very difficult to do with styrene plastic because of its poor electrical conductivity and the acidity of the solution will attack the plastic. However, a part made of steel, brass or even aluminum will be an excellent choice for this method of chroming. Any company that does chrome plating for automobile applications will be able to handle your parts and there are dozens available in any large city.

## Vacuum metalizing

This method is the dominant method used by model companies for plating parts. The process involves suspending the cleaned and coated sprue in a vacuum chamber. Almost pure aluminum is then vapourized and



# The CF-104 Starfighter



## Canada's Manned Rocket in 1:32

By John Lumley, C#1000  
IPMS Winnipeg, MB



### Nostalgia - it sure ain't what it used to be...

There are a few aircraft that captured one's attention way more than others. For me, one such aircraft was Canada's CF-104. There was something awe inspiring as it released the brakes, lit the burner, picked up speed as it roared by the runway's thousand-foot markers, seemingly taking forever to get airborne. And when it did ease off the runway, it retracted its gear and continued to accelerate a few feet off the ground, it picked up more speed and lift over those tiny wings and then it would nose up in an almost vertical climb, leaving only a faint trail of smoke and eventually silence as it disappeared in the distance. Then there was that signature sound of a 104 landing. The mournful, haunting howl from the engine when the pilot throttled back as he rolled into the overhead break, eventually turning on to short final, then landing at speeds in the 160-knot range, popping his drag chute while holding the nose wheel off for additional aerodynamic braking. Memories.

### CF-104 History

The CF-104 was the Canadair-built version of Kelly Johnson's innovative design which first emerged from the

Lockheed Skunkworks in 1954. Despite the fact it saw little service with the USAF, the F-104 was used extensively by many allied nations. In the 1950s and '60s the RCAF's Canadair-built Orenda-powered Sabres ruled the skies in Europe. Those memorable days of high jinks and friendly air-to-air combat were memorialized in a series of entertaining books by retired RCAF fighter pilot, R.J. 'Chick' Childerhose.

As good as the Sabre was, it eventually called for a replacement. The RCAF's initial preference was for the McDonnell F-4 Phantom II which was ruled out based on cost and availability. They then looked at the Grumman F-11F-1F Super Tiger but it too was set aside in favour of the Lockheed F-104 built under license by Canadair - the CF-104 Starfighter. Canadair built a total of 200 CF-104 (Canadair's in-house designation was CL-90) single-seat fighters for the RCAF with the first entering service in 1962 and the Lockheed Corporation in the USA built the 38 CF-104D two-seat training aircraft needed for the RCAF.

The air-to-air role of the Sabre gave way to the more sober tasks of nuclear strike and photo reconnaissance undertaken by the CF-104. Then when Canada withdrew from its nuclear role, the 104 continued on as a ground attack aircraft using a variety of conventional weapons, including Canada's home grown CRV7 2.75" air-to-ground rocket, which packed a powerful punch.

Unfortunately, the low level operational environment had its hazards and Canada lost almost half of its fleet to Category