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Cover Comment: *Coming from Wayne Beattie's stable is this impressive 1:48 Mustang Mk. I of 414 'Sarnia Imperials' Sqn, RCAF. This eye-catching model was converted from the Accurate Miniatures kit. See page 4 for the build article.*

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Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

The big (modelling) suck for 2020...

16 June - that was the day that I gave up hope of getting to San Marcos for the IPMS/USA National Convention (the Nats) this year. Finally yielding to common sense and Mrs. RT Editor's very clear and sensible "direction" on the matter, I contacted the hotel and cancelled my reservation.

It was a sobering moment to give up the annual dream of getting to the Nats, and acknowledging that it just wasn't going to happen this year. With the COVID-19 travel restrictions in place, the upswing in infections, and the Nats being just six weeks away, the chances of me getting there and back safely, while not zero, were certainly not where the smart money was being bet.

Directly connected to all this was that we had to withdraw the IPMS Canada Award for 2020. Not just because there were no models to judge, it was also that no IPMS Canada members, on either side of the border, were stepping forward to take on the duties. An email appeal to the membership produced just one reply from a member that was hoping to get down to that part of Texas for a family visit. This turnout was disappointing, but not surprising because of the pandemic. Hopefully members will step forward in the future, or it will be extremely difficult for IPMS Canada to judge and present this award.

...nine days later...

25 June - the Nats organizers announced that the convention was cancelled and re-scheduled the event for 2023. Watching the news in the days leading up to this it was becoming more and more obvious that COVID-19 was nowhere near done and that it was in fact getting seriously worse again in Texas and other areas in the US.

Anybody who has been on a modelling event organizing committee (which includes myself as the chairman of the last IPMS Canada National Convention in 1992) will empathize with the 2020 Nats people who had to take this tough decision to pull the pin on the convention, but it really was a big decision that had to be made. If you've been to a US Nats in recent years it's pretty obvious that the attendees include a significant percentage of people who fall into one or more of the high-risk categories for having poor outcomes after catching this infection.

Hopefully the US Nats picture will be brighter and clearer for getting to the 2021 convention in Vegas, baby!

The Shelf of Doom vs. Actual Progress...

I've been whittling away for a long time on a Hasegawa F-86, with a vague plan that it was going to become an RCAF Sabre some day. This kit had been dragging along for years, coming out to weekend build sessions with the guys, but not getting much real attention or progress. In May, when I finally had to pick out a colour scheme, I settled on two really nice No. 1 Air Division jets and just couldn't decide. So, for reasons I can't yet explain, I cracked open another kit and commenced a "speed build" to have both Sabres at the same point and entering the paint booth together. What really got me PO'd at myself is that it only took about two weeks to have the second build at the same point as the first one! As I write this, the cockpits are done (my Kryptonite), and both Sabres are proceeding nicely towards the paint booth. My take-away from this? - Apparently modelling doesn't need a big or finely-honed skill set; it just needs folks making time in their lives to do it.

1:48 Mustang Mk. I

414 Sqn, RCAF

Wayne Beattie
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Project Background

This is my second build of a Mustang that the RCAF flew in the Second World War. This one is based on the Accurate Miniatures Mustang Mk.IA kit. To produce the Mk. I version the RCAF flew in 400 Sqn, 414 Sqn and 430 Sqn, I used a conversion set produced by Ultracast, ultracast.ca/product-p/ult48031.htm. As a matter of fact, I used quite a few Ultracast aftermarket resin sets to update the model:

- Ultracast 48031 - RAF / RCAF Mustang I Conversion
- Ultracast 48071 - Early Mustang RAF Fishtail Exhausts
- Ultracast 48135 - P-51 Mustang Wheels, Smooth Style (Early Mustangs)
- Ultracast 48139 - P-51 Mustang Corrected & Detailed Flaps
- Ultracast 48243 - Early Mustang Narrow Blade Propeller, Curtiss 10' 9" dia., Blade 89301-6 (for Accurate Miniatures Allison-Engined Mustang kits)

Recommended Reading

I also read the Mustang I articles that can be found in **RT** Vol. 32 No. 3. The two articles are by Bruce Archer and Gary Barling. They both built 414 Sqn's RU*M so I thought for this build I would build the other plane that was on the IPMS decal sheet, AM251, 'O', named 'Pistol Packin' Momma'. If you can, read those two articles as they are a good reference to correct some of the shortcomings in the Accurate Miniatures kit. If you don't have the original hard copy articles, they are available for download at this link on the IPMS Canada web site: [ipmscanada.com/rt-issues-text/Mustang%20Addendum%20\(June%202013\).pdf](http://ipmscanada.com/rt-issues-text/Mustang%20Addendum%20(June%202013).pdf)

The Build

Nose As the Mustang Mk.I had two .50" cal. machine guns in the nose the Ultracast conversion set was used. It gives a resin replacement piece to provide for the nose guns. Part of the lower nose has to be cut away to insert the resin piece. Luckily the cut was done along a natural panel line on the Mustang I. (**Fig. 1**) I made my saw cuts just inside the panel lines, then carefully sanded to the point where the resin part slid into place. Some sanding and filling was needed to get it to look like part of the nose. All this work was made easier, as Accurate Miniature made the engine section a separate piece from the main section of the fuselage. (**Fig. 2**)

Wings The next part that had to be converted to Mk. I configuration is the leading edge of the wing. This version of the Mustang had two .30" cal. guns and a .50" cal. gun in each wing, vice the four x 20 mm cannons configuration supplied in the Mk. IA kit. The Ultracast conversion set comes with that section. Again, some careful cutting and fitting needs to be done.

For the bottom of the wing (**Fig. 3**) there are two holes in the bottom of each wing which represent the ejection chutes for the spent gun cartridges. One of them has to be filled and two others need to be made. Again the cuts could be made on one panel line. Just make sure to line up the outer gun with the outer ejection chute, this will make everything look right

later. Before closing up the wing make sure to create the other two holes. The one for the .30" cal. is smaller than the other .50" cal.

Flaps Thanks to Gary Barling's article, I thought about dropping the flaps, as the kit's wings provide them in the raised position. Again I cut close to the panel line then sanded down carefully to end at the panel line. (Fig. 4, Fig. 5) I was going to use the flaps from a donor kit but as I was looking for something else I came along as a set of resin flaps from Ultracast that I forgot I had. Once I had the raised flap section I thinned down the inside of the wings so the flaps would sit right. Part of the fuselage had to have a little bit of surgery done also. I kept the flaps off until all the painting was finished. I also had to sand away the ID lights that are on the bottom of the wing as they were not used on this version of the Mustang.

Cockpit After getting the wings set, the cockpit was started. (Fig. 6, Fig. 7, Fig. 8)

As I learned in the Bruce Archer article, there is supposed to be an armour plate behind the seat. (Fig. 9) He gives the dimensions, so I had a sheet of .020" / 0.5 mm plastic card that I cut to the right size.

I also used the Ultracast seat that is for the early Mustangs. (Fig. 10a, Fig.10b, Fig. 10c) I used Vallejo paints throughout the build; for the cockpit green I used Vallejo 71.289 US Dark Green which is the equivalent of FS34102. It is not the precisely correct shade for the Mustang's Interior Green but it is a dirty version of it, at least I think so, and I was pleased with the results.

Pre-Paint Preparation The wings and fuselage went together with very little fit problems.(Fig. 11) I masked the windscreen and the two windows behind the cockpit with Scotch tape and glued them in place. I used the "closed" version of the greenhouse canopy to mask the rest as I wanted to have the canopy open on the finished model. There was no need to mask this section and so I just used white glue to hold them in place temporarily.

Painting

As I said earlier, I used Vallejo products for all the painting on the Mustang. For priming I use Vallejo Mecha Black Primer 70.642. I like it as it has a satin finish and holds up really well to abuse and rough handling. There is an RAF 18" wide identification band of Sky just in front of the tail, and for this I used Vallejo Sky Type S, 71.302. (Fig. 12) I masked this band off and continued with the first main camouflage colour which for the bottom of the aircraft was Vallejo Medium Sea Grey 71.307. I first put a marble coat down then filled it in with a thin coat of the same colour to give it a faded dirty look. (Fig. 13, Fig. 14)

I then flipped the model over and started on the top surface Day Fighter scheme camouflage colours of Dark Green and Ocean Grey. My main airbrush now is the Badger Sotar 20/20 and this was also a test to see how well I could do without masking the camouflage demarcations.

For the first upper colour Vallejo Ocean Grey 71.273 was painted with the same technique that was used with the Medium Sea Grey. (Fig. 15) I was able to produce a fine dividing line between the two colours where they met on the fuselage sides. For the RAF Dark Green, Vallejo Dark Green 71.324 was used. (Fig. 16) Again no masking between the various colours was needed. I really like this airbrush!

The rudder was thought to be a different shade of green as it was thought to be a replacement item on AM251. I painted it in Vallejo N41 Dark Olive Drab 71.316.

Markings

The decals were the next thing to tackle. For me, placing the decals and getting them to lie down is the most frustrating part of building a model. Roundels and the U.S. star-and-bar always seem to give me trouble. The same thing happened here. I put a coat or two of Future Floor Finish and let it set for about four days. I then put the two Type B roundels that go on the top of the wing and applied a decal softener and they just wouldn't level out. I tried a couple things before stripping the decals off and ordering a sheet of Techmod roundels. I sanded the section where the decals had sat and repainted that section because I went through the paint to the primer and plastic. I finished placing the rest of the decals.

More Details

While waiting for the replacement decal order to show up I continued with other parts of the kit. I painted the resin exhausts that I had gotten from Ultracast (Fig. 17) as well as the resin tires for the early Mustangs.

The propeller was the last part of the conversion set to be looked at. The prop blades that came with the Ultracast set were from the original release, and they are apparently incorrect. Ultracast has since issued a new set of blades that has the correct contour, so I ordered them. (Fig. 18) It is an easy replacement for the kit parts. I painted the blades black with yellow tips then glued the spinner on. I then masked off the blades and painted the spinner the same colour as the Sky fuselage band.

Weathering

From what I have read about this aircraft it was thought to be weathered, not heavily, but enough for me to do some washes. I used a black oil wash on the top of the wings. Around the wing roots I used a combination of burnt umber oil paint and some brown pastels. I then used Q-tips to remove the excess and to grind the pastels into the paint. I also used a silver pencil to give some chipping areas along both wing roots.

Final Steps

One of the last things to be done was placing the open canopy. The starboard side of the canopy was a little small for the opening so I took some small plastic rod and glued it to the rearward side of the canopy. I then flattened the sides by lightly sanding it. (Fig. 19) I then masked the interior and exterior and gave it a shot of the respective colours. The very last things to be glued in place were the two .50" cal. nose guns, as I would have broken them off a dozen times during the build.

Conclusion

As I said at the start this was my second RCAF Mustang to be built. The third and last of the wartime-era Mustangs will be the Mustang Mk. III (a P-51B/C) flown by 441 Sqn, RCAF. The Accurate miniature Mustang Mk.IA is a nicely detailed kit. I hope I have come close to the level of Bruce Archer and Gary Barling in bringing this squadron to life. Now onto the next build! Where did I put the glue?

About the author:

Wayne Beattie was born in Shawville, QC and moved to Sussex, NB in 1976 with his family. After graduating in Engineering Drafting and Design Technology from the NB Community College, he eventually settled in Moncton in 1987. He currently works for the New Brunswick Liquor Corp., and has been married to Susanne since 1990. He builds mostly 1/48 aircraft, but has been delving into figures. He has been a member of IPMS Canada since 2003 and is a member of the Muddy River Modellers.

An Air Superiority Blue F-15A Eagle in 1:48 scale

Andrew White
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Background

My F-15A Eagle represents serial number 73-088 of the 555th Tactical Fighter Training Squadron (TFTS), 58th Tactical Fighter Training Wing (TFTW), based out at Luke AFB Arizona back in 1974. I built it using the 1:48 Hasegawa F-15J kit, and backdated it to an early F-15A in the original Air Superiority Blue paint scheme. Aircraft serial number 73-088 has the dubious distinction of being the first F-15 to crash, due to an electrical generator malfunction causing smoke and fumes in the cockpit. Thankfully the pilot ejected safely.

Changes and Aftermarket used

A quick rundown of the modifications made to the kit are as follows:

- Scratch built the fuselage airbrake strengthening strake using sheet plastic.
- Replaced the kit's ACES II ejection seat with a Quickboost ESCAPAC seat, backdated to a F-15A IC7 type by modifying the top of the seat and omitting the overhead ejection handle.
- Added the Aires F-15 exhaust nozzles. I was originally going to use the kit nozzles, that was one reason I started with the "F-15J" boxing...but after seeing a set of the Aires resin nozzles I couldn't resist.
- Added F-15A early wheels from Monogram F-15 kit. I used only the outward-facing side of the Monogram wheels and they matched up perfectly with Hasegawa's wheels. This eliminated the need to modify the landing gear strut/mount to fit them to the model.
- Decals are primarily from Two Bobs "Candy Cane" F-15A sheet 48-220 twobobs.net/contents/en-us/p618.html, with serial no. 73-088 put together from Print Scale Decals letter/numbers sheet 48-003 printscale.org/. Their sheet had the proper "stencilled" look of the serial numbers. The Print scale decals were thin and translucent on the white, so I had to double up the layers to match the look of the Two Bobs 'LA' tail codes.

Once those few simple modifications were complete, it was really just a basic assembly of a Hasegawa 1:48 F-15 kit...which does have its quirks, and I will cover a few of those here.

Ultimately, this is what I was going for, a semi-fresh, new F-15A, in bright Air Superiority Blue:

The Build begins...

Construction started out with the cockpit. I painted and masked off the instrument area and side consoles. I used some Mike Grant Decals dials, CKJ048 mikegrantdecals.com/shop/ for the small bank of dials on the instrument panel as well as some Airscale cockpit placards, AS48 DAN, airscale.co.uk/.

The Bay 5 avionics bay was painted with Xtra Colour F-15 Interior Colour and I scratch built the canopy ejector ram.

Engine Intake Trunks

I believe these kits were amongst the first to offer the builder full intake trunks right out of the box. They did a great job but there are a few things to tweak.

I filled the ejector pin marks with Mr. Putty and once the two halves were glued together, I sanded away the locator pin abutments so that there would be a nice smooth opening all the way through:

I figured I'd try using the latex paint, "Fill and Pour" method* for the intake painting. I had two nice smooth, seams sanded, intakes that I could have just painted in the normal manner, but I wanted to try this method.

It took two pours to get the paint to cover (I use KILZ 2 Latex White primer), and even with that I still have some separation in the corners...and I think that is the problem, *the corners*. This method works great for intakes that are generally rounded all the way through but F-15 intakes have square openings, and paint is going to come away from the corners when you pour it out. Maybe I could have messed around with them more, tried different lengths of time between filling and draining...but in the end, I got the adequate coverage I needed, and they look as intakes do.

The Fuselage comes together

This was my first Hasegawa F-15 build, and the "gouge" (US Naval Aviation slang for "inside info...") I got prior to building it was that the two fuselage sections, fore and aft, were difficult to join together.

Studying the parts it seemed to me like there was no positive attaching joint...no tabs, no pins, it looks like just a plain butt joint. I later realized that the nose wheel well part and the top aft end of the Bay 5 part made for positive alignment and attachment of the two sections. However, I still heard of horrible "steps" and side misalignment and the subsequent need for much filling and sanding. I wanted to avoid that as much as possible.

I laid out the parts and studied how they went together and figured I could get it done easier. I think these steps will help eliminate a whole lotta' trouble later on:

STEP 1:

I followed the instructions as far as the order of build goes, starting with the cockpit and Bay 5. When I glued the cockpit/Bay 5/nose landing gear (NLG) well assembly in place, I DID NOT glue Bay 5 to the side of the fuselage... I glued just at the NLG part. This will be adequate enough to hold everything in place. But the main thing you accomplish here is it that it gives you flexibility and some "play" on the forward fuselage sidewalls... you'll need that later.

STEP 2:

I continued on per the instructions and got the intakes and aft fuselage section assembled. Just a couple of notes on the intakes; take your time with dry-fitting these parts, as well as plan ahead on painting. When gluing parts A5/A6 in place, clamp the sides of the fuselage to squeeze them in place and allow no gap...again, this will help with alignment later on.

With the aft fuselage halves together, I continued on with the rest of the assembly, notably, attaching part F4. This part makes up the aft end of the canopy, and on back to the speed brake. It also plays a pretty important role in the alignment of the forward fuselage section.

STEP 3:

OK, once everything was all dry (I typically use Tamiya Thin cement and gave these parts a day to fully cure up) it was time to start dry-fitting. There would indeed be a step of 1/32" between the two sections. The solution was gluing a 1/32" shim to the area where the back end of Bay 5 would attach to part F4.

With the shim in place I could now glue the forward section of part F4 in place to the lower section of the aft fuselage, tacking it together with glue on the joining tabs and running a bead of glue along the edges of part F4.

STEP 4:

Once everything was dry, I dry fit the forward fuselage section to the aft, and everything lined up nice, so it was on to gluing it in place.

I did this in sections as well; I glued the top at Bay 5, let it dry. I then glued the bottom in place at the aft end of the nose landing gear well, let it dry. Then one side of the forward fuselage, with that *loose sidewall* allowing me some flexibility to line everything up nice, and then on to the other side.

It seems like a really drawn out process; you're really just doing what the instructions tell you, but doing so in a manner that allows you to work the parts into place for a nice even fit.

The kit part join line itself is a panel line on the actual aircraft. So, you want to have a clean line but not make the seam disappear.

EDIT: Before I forget...yes, you eventually want to glue those Bay 5 side walls to the forward fuselage sides. So, once everything is dry, run a little Tamiya Thin along the top edges and clamp them in place for a nice clean fit:

Speed Brake Strake

Once all that was done and left to dry for a couple of days, I scratch built the speed brake spine strake from plastic stock and glued it in place. I left the speed brake closed, so I didn't have to mess with recreating the internal structure of the original speed brakes...plus I didn't want to disturb the sleek lines of the F-15...

In 1:48 scale the strake measures 2 3/32" (53 mm) long. I used 0.015" plastic sheet and sanded to shape.

Decals, starting with an "oops"...

Here's where I throw myself under the bus...as I was applying decals I forgot about the metal speed brake construction, and noticed I was running out of 'NO STEP' "honeycomb" markings, and had to resort to the spares box to fill the gap. When it finally occurred to me, I had already expended the needed decals around the speed brake, where they should not have been! Arrgggh!

In the photo above you can see the different layout of the 'NO STEP' stencilling without "honeycomb" around the metal speed brake on the early aircraft. C'est la vie!

Wings

Time to get the wings attached, which is another notorious part of assembling a Hasegawa F-15 kit.

The fit of the wings is pretty nice as long as you clean up the seams along the mounting edge. The seam along the top of the fuselage is not bad but shouldn't be there. I filled it with super glue and sanded it, then re-scribed the panel lines. I do not have any in-progress photos of that process but the here are some prior to the flat coat being applied and you can see it's a pretty smooth fit, albeit with a bit of sanding, dry-fitting, and re-scribing.

Final Bits before painting...

Next I attached the vertical stabilizers and filled, smoothed, and re-scribed more panel lines.

Painting

With the majority of the model now assembled, it was on to painting. I used Gunze "Mr. Hobby" Air Superiority Blue (C74) overall, coming back and highlighting various panels and areas with a bit of flat white added to break up the monochromatic finish. I thinned with "Mr. Color" Leveling Thinner 400 shot through my Iwata Revolution and HP-BC airbrush.

The USAF Tech Order 1-1-4 for painting an F-15 in this scheme shows that both a flat and gloss finish was used in the Air Superiority Blue scheme. Interestingly, the reason for the underside areas (and the drop tanks) being glossy was simply for ease of cleaning.

Once the decals were set and dry, I flat-coated the appropriate areas and brought down the shine in the glossy areas with a bit of semi-gloss clear.

The Markings

For decals I used Two Bobs sheet 48-220 "Candy Cane F-15A Eagles." I obviously didn't use the red/white stripes but used the rest of the sheet primarily. I did have to cut the national insignias from the striped wing markings.

The sheet features Serial No. 73-103, beginning with a/c 73-100, the Compass Gray paint scheme was in play, this was another reason I chose to do a/c 73-088. As mentioned previously I used Print Scale letters and numbers to replicate the serial number on the tail. I had to double them up in layers to prevent the blue bleeding through the white.

External Stores

When deciding on what, if any, armament to put on this bird, most photos show them to have the old blue Captive Air Training Missile (CATM) 9s...snoooozzz. A lot of pics show them with SUU-20 practice munitions dispensers so that's what I initially decided to go with.

Then I came across this photo!

Yeah, I know it's from the 57th Operational Test & Evaluation Squadron of the Wing...but hey man, if you can find a reason to mount a GBU-8 on your model, especially a bright blue one... you use it! So, I guess they had to borrow a 555th bird that day - that's my story and I'm sticking with it...

The GBU-8 came from the Hobbyboss A-10A kit, and the SUU-20 from one of the Hasegawa Weapons Sets.

Conclusion

Being a kid of the 70s and 80s, I find myself wanting to build a lot of the "Next Gen" fighters of the time in their original markings, and the F-15 in the Air Superiority Blue scheme was at the top of my list. It's a relatively easy modification to get there and I think it stands out from the crowd of tactical grey jet models we all usually see at contests and displays.

I hope this article inspires you, and helps anyone looking to build a 1:48 Hasegawa F-15 kit to work around the various pitfalls we've heard about.

Happy Modelling!

References/Resources.

List the main sources of information you used to complete the project. Include URLs where appropriate.

Reference photos are courtesy of Mr. Jim Rotramel, a member of our club, the Southern Maryland Scale Modelers. As well as various Google image photos.

About the author:

Andrew White grew up in Boston, MA and started building airplane models around age 7 or 8. He picked up the hobby from his dad and they attended airshows in the U.S. and Canada regularly. After high school he joined the U.S. Navy as an aircraft structures mechanic, working on the E-2C Hawkeye and C-2A Greyhound. After his first tour he volunteered as an Enlisted Aircrewman and began flying as a crewman aboard E-6B TACAMO aircraft and later as a P-3 Orion Flight Engineer. He retired after 20 years service in 2011. Andrew currently works as a defence contractor aboard NAS Patuxent River, Maryland, writing tech manuals supporting the EP-3E Aries and P-8A Poseidon aircraft.

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One last item/tip...

Having been around aircraft most of my adult life, nothing stands out to me more on a model than wheels that are 'riding high' on the treads. It makes models look 'toyish' to me.

Here's a method of flattening/bulging of wheels that I used on the F-15A. I usually sand wheels on a large piece of wet sandpaper attached to a large piece of glass. But the F-15 has a pretty delicate landing gear, model-wise anyway. So, I thought I'd try 'ironing' them, by heating and pressing the tires a bit more 'flat'.

I set the iron on a dry setting and levelled it with a common spirit level. I turned on low heat, then I covered the hot surface with brown parchment baking paper (ya don't want to get melted glue, plastic and paint on the wife's iron!), and set the model on it.

I put a weight on top to push down on the model evenly and then removed it after a minute or so, just long enough to get an even flat spot on all three wheels. Modern fighter jets have very high-pressure tires, so they don't bulge unless they are under-inflated, therefore just a flat spot is all you need.

CAPTURED!

A German Albatros in British Guise

Gary Barling

C#0014

Ottawa Valley Plastic Modellers

Petawawa, Ont.

Background

The Albatros D.V was a fighter aircraft used by the *Luftstreitkräfte* (Imperial German Air Service) during the First World War (WWI). The D.V was the final development of the Albatros D.I family, and the last Albatros fighter to see operational service. Despite its well-known shortcomings and general obsolescence, approximately 900 D.V and 1,612 D.Va aircraft were built before production halted in early 1918. The D.Va continued in operational service until the end of the war.

I saw my first image of D.4545/17 in the 1960's in the Harleyford Publications book, "Fighter Aircraft of the 1914-1918 War." (Fig. 1) Some years later, having read an article in the IPMS (UK) magazine, I built a model of the aircraft using the Airfix 1:72 scale offering (Fig. 2). Fast forward to 2010 and the issue of the Wingnut Wings 1:32 scale kit of the Albatros D.V the year before. I visited the IPMS (UK) Nationals at Telford in 2010, met Rowan Broadbent of Pheon Models, and asked if he might produce the required markings for D.4545/17. He said that he would consider it and, two years later, out came a sheet with decals for two captured aircraft: an Albatros D.V (my request) and a Sopwith Pup. However, it wasn't until November of 2017 that I commenced the build, constructed as a memorial build to Mr. Des Delatorre who had started and maintained an excellent website dedicated to WWI aviation.

The Kit

This Albatros D.V was one of the first five 1:32 kits released by Wingnut Wings in 2009. It is the first kit of this airplane in this scale, and is the best Albatros model in any scale. The kit is specifically a D.V as regards the kit decals, which provide markings for five good-looking airplanes. The kit provides a fully-detailed and very complete interior: a full cockpit and engine compartment, two different types of wing radiator, two different types of propeller, and a choice of solid-plastic Spandau machine guns or plastic weapons that use a photo-etch cooling jacket.

Internal Fuselage

Work started in the cockpit area. I fitted a lozenge fabric backing including nail-heads and drilled-out mounting holes for the seat supports, a small instrument cluster using kit decals and AeroScale bezels, the floorboard wood-grained with a home-made decal, two seat-mount sections made from aftermarket rod, the seat, and two bulkheads. The RB Productions seatbelt set is very good and easily assembled. Wood-grain effect on the interior surfaces was done using the tried and true oil paint method. The control column fit well, and some instrument wires were fitted leading to the engine compartment. (Fig. 3)

Forward of the cockpit, the engine compartment features the ammunition and cartridge recovery boxes attached to their bulkhead, and then the fuel tank attached to the other side of the same bulkhead. The fuel tank is built by joining two parts together which forms a seam right around the structure. I cut off two small "widgets" on the top of the tank, smoothed the seam with no damage to the larger item and then used my punch set to make two replacement "widgets" which were quickly glued into place. (Fig. 4)

Engine

I decided to detail the engine as much as I could using aftermarket items: the manifold, intake manifold nuts, spark plugs, valve lifters and timing gears came from Barracuda Cast and Taurus. I fitted additional details such as the spark plug cables, made from thin, soft wire from Vector. Time was a key requirement to complete this: each cylinder head needed five small parts fitted, and it took me about thirty minutes to complete one head. The spark plugs (each one about 1/16") are painted; steel, copper (Mr. Metal Color) and white are the colours and a 5/0 brush was the weapon of choice. **(Fig. 5)**

External Fuselage

With the fuselage halves glued together it was time to address its external detailing and painting. First, the moulded detailing around the nose got sanded off and replaced by PE items using CA or epoxy glue. Everything except a couple of frame clips is in place here. **(Fig. 6)** The louvres are made from very soft dental x-ray lead, shaped over the kit louvres and then cut out with a scalpel blade. Note the three attachment point PE parts in place along the top edge, and the additional attachment point moulded on the fuselage to the far right. That one got sanded off and replaced by PE once the fuselage plywood paneling decals were in place.

After priming, the light blue nose colour was applied back to the pilot's seat. I decided on a pale blue colour (the other option is light/pale grey. Take your pick: it's one or the other and no one can say for sure just which is correct) for the forward fuselage and various panels, struts, the spinner and the wheel covers and backing (a mix of Tamiya Matt White XF-2 and Gloss Blue X-4). You can see just how pale the light blue is by comparing the spinner colour with the white on the rudder. Then the base colour for the grained plywood rear fuselage was applied. I settled on a Gunze mix of their H-13 Off-White and H-313 Yellow, 1:1 ratio of both paint to paint and paint to thinner (IPA 99%), airbrushed at ~15 psi. **(Fig. 7)**

The rudder got its red - white - blue repaint using Citadel Paints "Evil Sunz Scarlet" and "Kantor Blue." These colours are a match for the decal red and blue.

I used the Uschi van der Rosten (UvdR) plywood decals and they performed very well. However, I used Badger Matte "Foto/Frisket" film (FFF) in place of the yellow Tamiya tape recommended by UvdR to define the dimensions of any given panel. Here's the method:

- a. Place an oversized piece of FFF to cover the panel you wish to decal,
- b. Mark each side of the panel with several dots a little outside the panel lines (four sides),
- c. Transfer the marked FFF to the decal sheet, ensuring that the decal wood grain is oriented "nose to tail",
- d. Cut through the FFF and the decal, and then apply the decal to the panel ensuring that it is completely covered and oriented nose to tail. The decal should overlap the panel on all four sides,
- e. After a few minutes, use a new knife blade to trim the decal by running the blade along the panel line,
- f. Remove the excess decal from the panel perimeter, and *voila!* Your panel is plywooded! **(Fig. 8)**

I was fortunate to receive from a friend (Thanks, Lance!) a set of decals that represents the nail heads on the plywood fuselage structure; these are regrettably out of production. **(Fig. 9)** With the plywood and nail head decaling complete, plus the addition of fuselage roundels, serial number and weight loading stencil, the heavy fuselage work was pretty much done. Here's where we stand at this point: **(Fig. 10)**

Tail Assembly

The fitting of the horizontal stabilizer and elevator announced the initial use of the lozenge pattern decal from Aviattic. These, plus a few more PE fittings and required control cables completed the tail assembly, and the fuselage, quite nicely. **(Fig. 11)**

Undercarriage

The undercarriage (u/c) went together well and joined up to the fuselage satisfactorily after a small misalignment gaffe on my part. Thin rigging wire helped to correct the problem. I used small pieces of Tamiya tape to replicate the leading edge fittings, otherwise the u/c is a straight out of the box structure.

This marks the first time in the build when we start to add more than a little weathering and outright dirt (refer back to **Fig. 1**). With the aircraft captured in late December, 1917, more than a little mud and dirt accumulated on both the u/c and the forward fuselage. (**Fig. 12**)

Wings

A key feature of the upper wing is that it must be completely flat. Some Wingnut Albatros kits may have a slight, upward curving dihedral due to premature mould release. This can be corrected by carefully drenching the centre section of the wing with boiling water poured from a kettle. Then flex the wing downwards to straighten, and then plunge into a bowl of cold water for a few minutes, holding the wing flat. This might take several attempts before success is achieved. (See **Ref. A**). (**Fig. 13**)

I replaced the kit radiator with one purchased from Shapeways, a Teves & Braun radiator. This is a 3D-printed item that features the gaps between the rad slats, each of which has to be cleaned out. This takes time but the result is a most believable radiator. (**Fig. 14**)

The upper and lower wing lozenge decals for both wings come from Aviattic. Several fitted sections are cut from a sheet, then applied to the wing and control surfaces and slid into position on the gloss white-painted wing one next to another. When complete, the whole wing displays a very realistic printed lozenge pattern. See Aftermarket Item "E" for the full story and detailed application directions.

Details

It's interesting to see just how different the aircraft is from a standard Albatros: the markings are the obvious difference, but items like the fitted Royal Flying Corps (RFC) pitot tube (aftermarket PE and the attendant soft wire tubing to the cockpit along the right upper wing), and what appears to be a jury-rigged extension to the exhaust pipe (scratch built using a narrow plastic coffee stirrer as the main part), are items that really set it apart. (**Fig. 15**)

Rigging

I'm using the Gaspach 3-D printed Type "C" turnbuckles. These have circular attachment holes on either end. To attach them to the wing plate I threaded a length of 36-gauge nickel chromium wire through one end of a turnbuckle and then bent the wire back on itself. Then, using my handmade eyelet making tool (www.1aircraftmodels.com/page26.html) I ran the "hook" of the tool through the bend in the wire (and *not* through the turnbuckle attachment hole) and turned the tool until I had an eyelet formed through the turnbuckle end. With the tool removed there is sufficient space to allow full movement of the turnbuckle, which will be needed when the rigging is fitted. (**Fig. 16**)

With more assemblies made they were glued into place with small amounts of five-minute epoxy glue. With most of the lower wing turnbuckles in place it was time to attach the lower wing sections to the fuselage. Having scraped off any paint on the locating tabs of each section and then sanding them lightly, it was still a pretty tight fit. However, having applied a coat of Tamiya Extra Thin glue to the tabs, I was able to "encourage" them to slip into place. (**Fig. 12**)

I used simple wire eyelets for rigging attachment points on the upper wing. I then fitted the machine guns, the cabane struts, the modified exhaust pipe and the starboard/right side engine cover into place. Lengths of EZ Line were now fastened to the upper wing rigging eyelets and to the nose turnbuckles. The upper wing subsequently took its place on the cabane and interplane struts. Then, working from the fuselage outwards to the wingtips, I fitted the ends of the EZ Line into the correct turnbuckles and anchor points on the lower wing. The last item to be attached was the RFC-designed pitot tube on the right cabane strut, including the piping that runs from the pitot to the cockpit. When all was said and done, the model was finally completed in February of 2019. (**Fig. 17**)

Conclusion

I never believed that it would take me 16 months to complete this build. That said, I'm glad that it did: my abilities were stretched significantly (to my benefit); and I was very happy that the model met my expectations as a "Memorial Build." As an extra "accent point" to the build, "Captured!" won the Silver Medal in its class at the September 2019 IPMS Ottawa CapCon competition. (**Fig. 18**)

References

□ Rimell, Ray: [Building the Wingnut Wings Albatros DV/DVa](#), Albatros Productions, Ltd., Berkhamsted, Hertfordshire HP4 1BY, Great Britain, 2012.

Aftermarket Items

- A. Seatbelts – **RB Productions:** radubstore.com/
- B. Plywood Panels decals – **Uschi van der Rosten:** uschivdr.com/
- C. Instrument Bezels – **Aeroscale:** Apparently, not available now. See other vendors.
- D. **Nail Line Decals** – Unfortunately, out of production. See other vendors.
- E. Lozenge Decals – **Aviattic:** aviattic.co.uk/132-lozenge-decals.html
- F. Markings assigned to 4545/17 – **Pheon Decals:** pheondecals.com/
- G. Radiator - shapeways.com/product/XCNWU3F64/1-32-teves-braun-radiator?optionId=56454656)

About the author:

Gary Barling was born and raised in the Toronto area and subsequently served 40 years in the Canadian Army, and has been semi-retired since 2004. Modelling since 1955, his main area of interest is aircraft, with strong minors in armour and ships. Gary's been a member of IPMS Canada since 1965 and retired from active service on the National Executive in December 2013. He maintains triple citizenship in the Ottawa Valley Plastic Modellers (Petawawa), IPMS Ottawa and IPMS Farnborough in England.

A 1:24 Labatt's White Freightliner

Insights into producing a high-tech model

Pico Elgin
Atlanta Car Model Enthusiasts
Norcross GA

*(Editor's note: I saw this model on the display tables at the IPMS/USA 2019 National Convention in Chattanooga, TN. While this is not a conventional **RT** article, I thought that the techniques and processes discussed by the author are quite innovative and definitely worth sharing. Besides that, it's a beer truck!)*

My Motivation

After years of carving my automotive model masters from basswood, I decided to change the process and produce them by having them cut out through a process called computer numerical control (CNC) milling. This would ensure they were absolutely symmetrical, which was difficult to do by hand. In this article I would like to describe a little bit of how some newer technologies can be applied to our hobby; however, I now consider the CNC technology to be surpassed by 3D printing.

Vehicle History

The background of these unique vehicles is a fascinating story; the reader is invited to visit these links, but of course there are other resources you can find courtesy of your computer's search engine:

- [Motoring Memories: The Labatt Streamliners, 1937-1947](#)
- hemmings.com/blog/2007/11/24/where-did-all-the-streamlined-beer-trucks-go/

The designer of the truck, Count Alexis de Sakhnoffsky, is buried in the National Cemetery in Marietta, Ga., about 12 miles (20 km) from where I live. I found an excellent article about him here:

coachbuilt.com/des/d/desakhnoffsky/desakhnoffsky.htm

This Labatt's truck model was the fourth design for the brewery; there were three other designs before WWII. Here is a link about the cultural significance of streamline styling and de Sakhnoffsky's impact on it: nodecenter.org/as-the-future-whooshed-the-home-was-aired/

Why I decided to build a beer truck model

I have an interest in the "streamlined" styling of the 1930's and 1940's and the Labatt's truck is an interesting variation on it. There were very few commercial vehicles that were built using that style and I liked it very much. Also, I like modelling challenges and this was a good one.

Where this model came from

The 1:24 scale Labatt's truck was produced using a CNC router about eight years ago. This was before three-dimensional (3D) printing was do-able for hobbyists, as it was an industrial process and companies that did it charged \$100 minimum to make a print for you. This all changed when Shapeways went into business about six years ago and their charges were very reasonable. This has changed even more with the advent of small relatively inexpensive high-resolution 3D printers, such as the Anycubic Photon (anycubic.com/products/anycubic-photon-3d-printer), which I now use.

A Homemade CNC Router

The CNC router I used was built by myself using plans from Rockcliff Machine. I also built the controller (on the shelf with wires running to it) and used Mach 3 software to drive the machine. The frame is made of particle board, primed and painted to reduce swelling due to humidity changes. The router (the black machine held upright) goes up and down on several rods. It is held by a carriage that moves back and forth. The two rods that it slides on are visible, a third rod between those two is threaded and this drives the carriage. The material to be cut is secured to the flat surface that moves from right to left on two rods. A combination of these three motions at one time while the router is cutting produces the master.

The Digital "Kit" Design

I couldn't have done this project without the design help of Niko Moritz, a digital designer from Finland. Here is a link to his website which has a five-view drawing of the Labatt's truck and numerous computer renderings, as well as a short history of the Labatt's designs. eevamoritz.com/lab47.html.

You need an STL file? What's that?

An "STL" (an abbreviation of "stereolithography") computer file is a digital translation of the 3D object which is loaded into a program that produces the instructions for the toolpaths that are used to cut out the model. Niko sent me an STL file that my CNC software used to produce the toolpaths to cut out the model as it was fixed to the bed to the CNC router.

The material I used is called Corian, a counter top material made by DuPont; it was cut with carbide bits, starting with a 1/2" bit, to rough out the model; then using a 1/16" bit for the fine finishing.

Because the Corian is only 1" thick, each side of the model was done separately. Prior to the starting the CNC part of the process I glued two pieces of 1" thick Corian together with superglue to make the "blanks" for the right and left halves of the tractor and the trailer. Fortunately it worked out that in 1:24 scale they are both nearly 4" wide.

A drawback of the CNC process is that it cannot make detail on a surface that is parallel to the bit, as on the front of the tractor cab. To overcome this I had to manually carve some of the cab front - such as the indented windshield and at the headlights. The rest of the fine detail was also glued on to the cab, using different kinds of plastic. The orange parts were turned from some acrylic; the white and black parts were some scrap plastic. The light tan part was from a sheet that simulated grille bars.

I won't go into the resin casting on this project as it is a fairly straight forward process and detailed information about it is easy to find online. I used Smooth-on products' Oomoo 30 (smooth-on.com/products/oomoo-30/) for the rubber. The trailer was a one-piece mould. I used a fast setting resin, Smooth-cast 300 (smooth-on.com/product-line/smooth-cast/), to cast it by sloshing it around in the mould until it set, which was about 10 minutes. I did this several times until I had built up a body of sufficient thickness. The cab mould was a two-piece mould as it has an interior and I didn't want walls of varying thickness, which would be typical of doing a slush casting.

Decals

I designed the decals using the Inkscape application (inkscape.org), with the artwork developed from Niko's plans and photos. I drew the black lines of the logo, on top of the logo, using it as a guide. Then I scaled it to 1:24 size and printed it on clear decal film. After that the decal is soaked and released from the backing paper. Then the decal adhesive was soaked off. Once dry, the gold was painted on the back of the decal film. Once that was dry the decal was painted with Microscale Micro Kristal Klear; then adhered while still damp to the model. The small gold decals on the cab were made using the DecalPRO system: decalprofx.com/index.html. The DecalPRO system is expensive and very "fiddly" but is the only way that I know of to make gold or chrome decals.

The wheels for this model are from American Industrial Truck Models: aitruckmodels.com

Conclusion

Eight years ago, the use of a CNC router was cutting edge. Accuracy was far higher than could be done manually and the master could easily be made symmetrical. The only drawback was that only one face could be detailed. Now, with 3D printing, I can print a body complete with the interior door panels detailed with armrests, door and window handles and door shut lines. 3D printing is a quantum leap beyond for model builders. Only two things are required to 3d print: the ability to design using a CAD program and a printer. I use Sketchup 2017, it's a free program, but I suggest learning Fusion360, because it is more professional. Your files can be sent to a printer such as Shapeways. But within the last year, small sub-\$300 high resolution printers such as the Anycubic Photon has made printing in your shop much more attractive.

About the author:

Pico Elgin started building car models in 1961 in high school, discontinued it in college, then started again in 1985. With his interest in automotive history and styling he soon began to feel limited by kits available on the market and began building resin kits, then learned how to make his own. The challenge of scratchbuilding has led him on into traditional machining, casting resin and white metal parts, CNC machining and now to 3D printing.

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A daring night mission captured in 1:35 scale

OPERATION FRANKTON

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 that any enemy soldiers captured behind the lines would be executed irrespective of whether they were in uniform or not. The raid was heralded as a success and was a great boost to British morale.

The Kit

RP Models has produced the Cackle Mk. II crewed by Major Hasler and Corporal Sparks in 1:9 and 1:35 scale (**Fig. 1**). My daughter bought the 1:35 scale kit for me at Christmas and I found the box stuffed with foam peanuts.

In the kit there are only 11 parts, securely cocooned in bubble wrap (**Fig. 2**) consisting of two heads, four arms, two oars with the figures' hands attached, two torsos and the canoe, all moulded in light grey resin (**Fig. 3**). I was impressed with the quality of the moulding and with the features of the faces matching period photos of the two Royal Marines. The details and folds of the waterproof anoraks are very realistically produced and the canoe, which I think of as a kayak, is well detailed even to the "bulldog" clips that held the waterproof canvas cover together.

(Trivia Note: The canvas cover allowed the crew to get into the boat and provided a waterproof cover, however there needed to be a way to easily release the cover in the case of capsizing. Lacing the cover or using snaps might prevent the cover from opening quickly in an emergency, whereas the bulldog clips could easily be removed.)

The Build

I started with the heads which each had a small casting plug at the back of the neck and a very faint mould line up to the top of the toque. The plug was easily removed and the mould line disappeared with a light application of my #11 blade. I also re-scribed the back edge and the top fold of each toque to improve their appearance. I trimmed a little from around the neck opening and at the base of the neck and satisfied with the fit glued the heads in place.

Each of the oars with hands attached had a small pour plug at each end connected to the paddles and a band of flash the full length of the oar. Using a razor saw I carefully cut through the plugs and gently eased my # 11 blade along the oar and cleaned up the mould line around the oar and hands.

Each arm also had a small plug at the shoulder joint that was easily cleaned up. A careful study of the 3D picture on the authenticity guarantee certificate provided some insight into which arm went with which torso. The arms fit well onto the shoulder sockets and once glued into place I dry-fitted the oars, as the hand alignment is not exactly the same on the two oars. When I had determined which oar set went where, I shaved a little off the wrists to get a better fit into the anorak cuff and glued the hands with oars in place.

I then turned my attention to the canoe. There was a casting plug seam on the bottom and a small mould line up the centre of the bow and stern plates which was easily removed. I had to shave around the base of the torso to get a positive fit of the figures into the canoe (**Fig. 4**).

I cut off the aligning plug at the base of the torso and using a # 71 (0.026") bit I drilled a hole to mount a 24-gauge wire to provide a handle for painting.

After masking the mounting area at the base of the torso with Vallejo 523 Liquid Mask I painted the figures with Krylon Gray Primer (**Fig. 5**). I then base-coated the figures faces with Vallejo 815 Basic Skin Tone and using Winsor & Newton oils I painted their faces.

Studying reference pictures showed the Royal Marines wore waterproof anoraks that were a tan colour with a black disruptive pattern. Not wanting to use too stark a black shade I painted the disruptive pattern with Panzer Aces 333 German Tanker Black and I used Vallejo 880 Khaki Grey for the tan portion. I painted the inside parts of the anoraks with Vallejo 988 Khaki then picked out their neck scarves with Vallejo 809 Royal Blue and then painted the toques and gloves in Vallejo 950 Black and dry-brushed them with the Royal Blue. I painted the oars in a camouflage pattern based on reference pictures using Vallejo 862 Black Grey and Vallejo 888 Olive Grey (**Fig. 6**).

The canoe was next and I taped it to a hacksaw blade to facilitate handling. Using the liquid mask I masked the seating area and primed the canoe with the Krylon Gray Primer. Based on reference photos I brush painted the camouflage pattern using Vallejo 862 Black Grey and 888 Olive Grey. I picked out the bow rope with Vallejo 843 Cork Brown and the bulldog clips with Vallejo 863 Gunmetal Grey. The bow and stern plates and gunwale were made of aluminum so I added small paint chips using a silver pencil (**Fig. 7**). Using a simple dial face decal left over from my armoured bulldozer kit I trimmed and applied it to the compass face moulded on the canoe. When it was dry I put a drop of Future Floor Finish on the top giving it a glassy look. Satisfied that the canoe was completed I glued the figures into it using Gorilla heavy gel CA glue (**Fig. 8**).

The Setting

With Major Hasler and Corporal Sparks secured in their canoe it was time to get them on their mission. It was a “no-brainer” that they would be positioned on a river but I wanted to make the scene interesting and reflective the hazardous aspects of the mission. I had an Epsilon Miniatures Culvert, item # EMB 35-003 which is a plaster casting consisting of two long and two short walls, four buttresses and the culvert sides. I decided to use one of the culvert sides, two buttresses and one long wall to make a small tributary feeding into the river.

I cut a rectangle from 1” pink foam insulation to act as the base with a smaller piece for the roadway and setting the wall and culvert in place (**Fig. 9**) I cut the foam to match the length of the wall and culvert. I used PL Premium adhesive to glue the roadway to the base and started to carve the shape of the river and stream banks. I cut out an opening into the road base to match the culvert opening and contoured the road surface so that the wall would sit higher than the road surface (**Fig. 10**).

Using acrylic craft paint I painted the culvert opening and the river bottom Paynes Grey with Burnt Umber for the ground surface and Café Mocha for the road surface. I use the acrylic paints as a base coat to cover the pink colour of the foam so that it doesn't show through the material I would use as ground cover. I painted the wall, culvert and buttress Coal Black and dry brushed them with Storm Cloud Grey. I then gave them a wash using Real Brown helping to age the stone work. Using extra thick craft white glue I glued Plus Model item # 474 Dry Tufts of Reed along a portion of the river bank and verified the positioning of the wall, culvert and buttresses (**Fig. 11**).

The Gironde River is tidal with soft mud banks and tidal surges that create dirty water conditions so I painted the shallow water areas with a mix of Forest Green and Real Brown and the deep water area with English Yew Green. Then, laying down a thick layer of white glue I sprinkled very fine sand over the road surface (**Fig. 12**).

Using AK Dried Sea Grass I added a grassy strip down the centre of the roadway and after masking off the edge of the road I used Tamiya XF-52 Flat Earth to paint the road. I dry-brushed the grassy strip with Vallejo 897 Bronze Green and dusted the road with Mig P028 Europe Dust. With the extra-thick craft white glue I fixed the wall, culvert and buttresses in place. Using Woodland Scenic Flocking I added mossy patches to the stonework. I dabbed white glue on the segments of an old tree root and stuck on leaf material that I had pickup years ago. I used a nail to punch a hole in the foam and glued the tree root in place along the side of the wall. I then glued two pine trees that I had bought at a model train show, into place filling the blank areas of the ground work. I shredded some peat moss and laid it down with a heavy coat of white glue over the ground. I then painted the river banks using A.Mig -1705 Wet Mud which gave them a semi-gloss muddy look (**Fig. 13**).

The next step was finding the correct position for the canoe and after moving it around the water area until I was happy with the position I glued the canoe into place using Gorilla heavy gel CA. With the canoe secured on the river it was time to add the water. I laid down a coat of Golden Gloss Medium, an acrylic paste that dries clear and glossy. I let it dry for 72 hours and applied a second coat (**Fig. 14**), again letting it dry for 72 hours. I then applied a coat of Future Floor Finish to the water surface to increase the gloss and the appearance of depth (**Fig. 15**) and to the canoe paddles to give them a wet look. With our intrepid heroes paddling up the river (**Fig. 16**) it was time to add the element of danger to the scene.

I used German figures from the Dragon figure set # 6098 German Feldgendarmerie with Dogs, or Field Police with Dogs. The figures are up to Dragon standards and go together with minimal cleanup. I undercut the clothing edges and re-scribed the details to sharpen them up. I enhanced the fur on the dogs with the back of my # 11 blade and made their collars and leashes from paper card. I painted the figures with oils for the faces and Vallejo for the uniforms and dogs. I used Archer dry transfers for the helmet decals and a Tamiya German uniform decal sheet for the Feldgendarmerie insignia.

The Back Story...

Gunter and Karl with their dogs had been patrolling this section of river for four months now with no more excitement than checking a few Frenchmen's papers. Gunter was satisfied with the way things were but Karl craved a little more action. With the wind blowing toward the river and the sun dipping below the horizon Gunter's dog pauses, sensing something (Fig. 17), but no, it's just the wind in the trees. As the Royal Marines silently glide past downwind of the patrol and hidden by the trees, the action Karl wants slips by in the thickening gloom of night (Fig. 18).

Conclusion

The RP Models rendition of the Cockle Mk. II crewed by Major Hasler and Corporal Sparks is excellent. Easy cleanup, crisp detail and an accurate portrayal of the two Royal Marines make this kit a joy to build and paint. A study of Operation Frankton demonstrates the determination and sacrifice of the Royal Marines to carry out their mission. If you want to build a historic scene there are numerous possibilities that could be made with the kit: departing the submarine, the journey in the bay or along the river to name just a few.

References

□ telegraph.co.uk

□ combinedops.com

About the Author

Barry Maddin retired from the CF in 2009 after a 37-year career as a Navy Stoker, an Army Vehicle Technician, and finally as an Army EME officer. In 2009 he and his wife moved to Truro NS from Ottawa where they built their retirement home, including a hobby workshop, which is strictly off limits to the cats. Barry started building models before he could spell "plastic" and currently builds mostly 1:35 WW II armour and military vehicles, although he does dabble in other areas. He is a member of AMPS and has been a member of IPMS Canada since 2000.

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