

# RT Random Thoughts

By Modellers,  
For Modellers



## CF-FUZ - A Civil P-51D Mustang



**BONUS!  
FOUR EXTRA  
PAGES!**

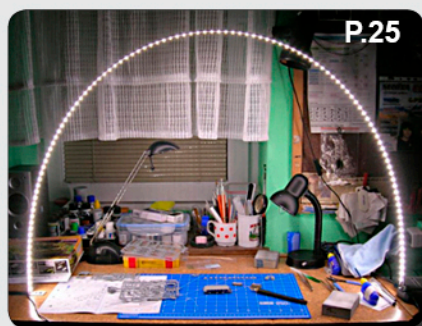
*Also in this issue*

**RCAF Decal Subjects: T-33, Spitfire XIV, Bedford QLD  
Workbench LED lighting • Cdn Army Diamond T Model 975  
Truck • 1:48 RAF Thunderbolt Mk. II**



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*Cover Comment: Frank Cuden did a lot of old-school research to dig out the details on this very uniquely appointed civilian P-51D that was owned and flown in Canada in the 70's and 80's. See page 15 for the build article and the reference photos.*

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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, 1:35 M4A2 Sherman, 1:24 Hawker Hurricane, 1:72 P-51H Mustang, 1:72 RCN Avenger, 1:48 P-47D SEAC, Indian Wars diorama, 1:144 Braniff Electra, 1:48

# T-33 Silver Star Mk. 3, 408 'Goose' Sqn, RCAF



A nice formation shot of 408 Sqn, probably in 1965, not long after the current Canadian flag was adopted. All these jets are wearing the unit's distinctive goose head/lightning bolt fuselage flash tip tank markings and tail marking, and could be built using the decals we have supplied to you, along with a few aftermarket decals.

Top to bottom in this photo:

- ◆ Mk.3PR 21557 with the Red Ensign
- ◆ Mk.3AT 21582 with the Red Ensign
- ◆ Mk.3PR 21633 with the new Canadian flag
- ◆ Mk.3AT 21580 with the new Canadian flag
- ◆ Mk.3AT 21555 with the new Canadian flag

Source: RCAF

for Mk.3AT 21555, with a few changes to the serials and/or switching the tail marking to a Red Ensign or the new Canadian flag with the painted Aluminum border, you could model any of several different known T-Birds that 408 Sqn flew in these markings from Apr '64 – Jan '68:

- ◆ T-33 Mk.3PT (Pilot Trainer): **21566**
- ◆ T-33 Mk.3AT (Armament Trainer): **21118 / 21555 / 21580 / 21582**
- ◆ T-33 Mk.3PR (Photo Reconnaissance): **21556 / 21557 / 21565 / 21633**

These decals provide you with the basic unit and national markings for a elaborately-marked T-33 Silver Star Mk.3, as flown by 408 'Goose' Sqn, RCAF\*, in the mid-1960's.

While the markings we selected are

These aircraft were in bare natural metal finish. At this point the 'search' or 'anti-collision' markings were applied in fluorescent red-orange. This colour was used for about a four-year period, from Jan 1961 to Feb. 1965. By 1964

## \* 408 Sqn name changes

**18 July 1957.** 408 (Reconnaissance) Squadron

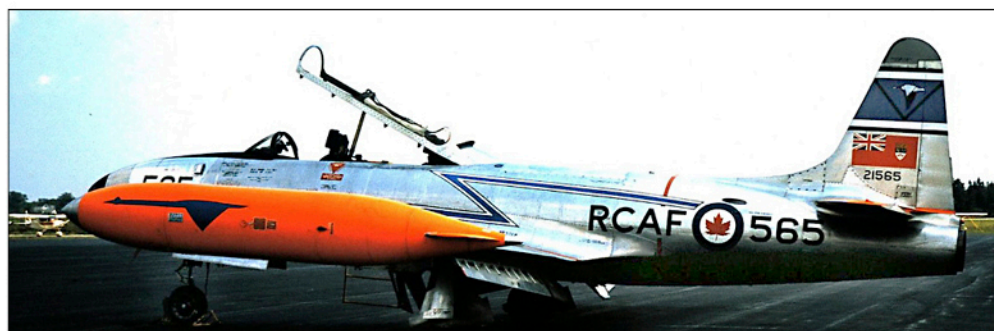
**1 May 1964.** Re-designated 408 Tactical Support and Reconnaissance Squadron, moved to RCAF Station Rivers, Manitoba

**19 September 1967.** Re-designated 408 Tactical Support and Reconnaissance Squadron

**3 October 1968.** Re-designated 408 Tactical Fighter Squadron

**1 April 1970.** Disbanded

**27 November 1970.** Reformed as 408 Tactical Helicopter Squadron at CFB Edmonton.

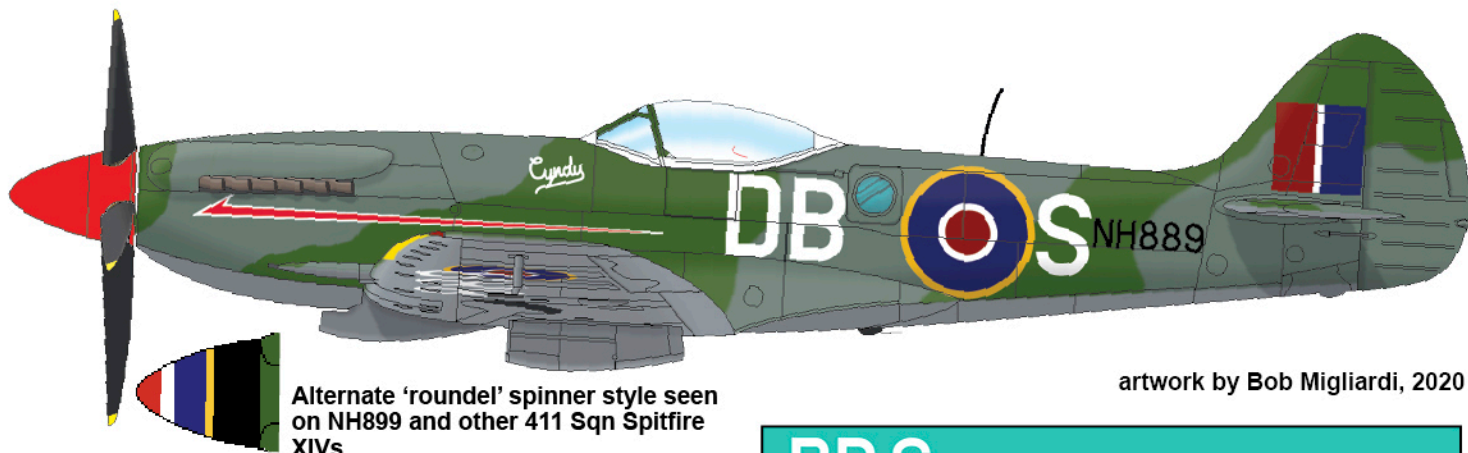


Mk.3PR 21565 wearing the Red Ensign prior to the adoption of the Canadian flag in 1965. It shows the Day-Glo fluorescent red-orange that was applied to the tailplanes, wing tips and the tip tanks.

# Spitfire FR.XIVe

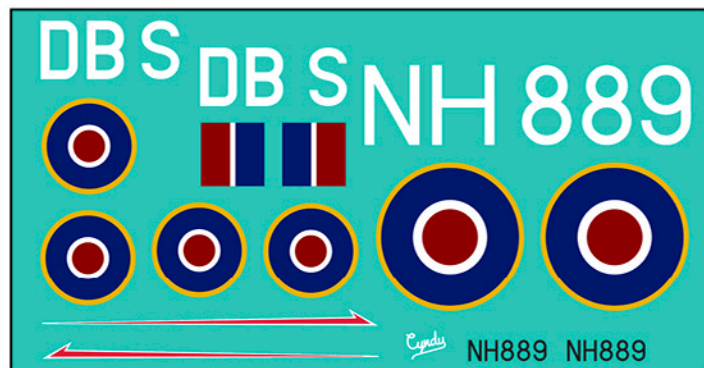
## 411 Sqn, RCAF

1:72 1:48



Alternate 'roundel' spinner style seen on NH899 and other 411 Sqn Spitfire XIVs

artwork by Bob Migliardi, 2020

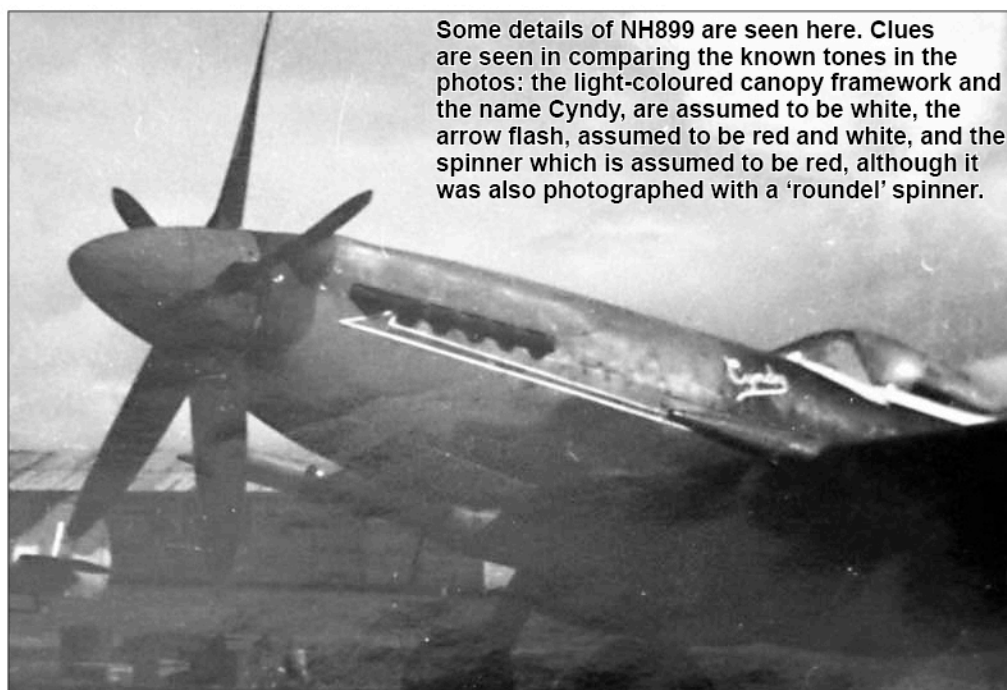


One of the decal sets provided with this issue of **RT** covers a Spitfire FR Mk. XIVe, serial number NH899, of No. 411 "City of York" Sqn, RCAF.

Reference photos for this scheme were kindly provided by John Melson of Port Alberni, BC. The precise date of the photos is not known, but it is somewhere in the two-month period between late-September to the end of November 1945. 411 Sqn disbanded at Utersen, Germany, on 21 March 1946.

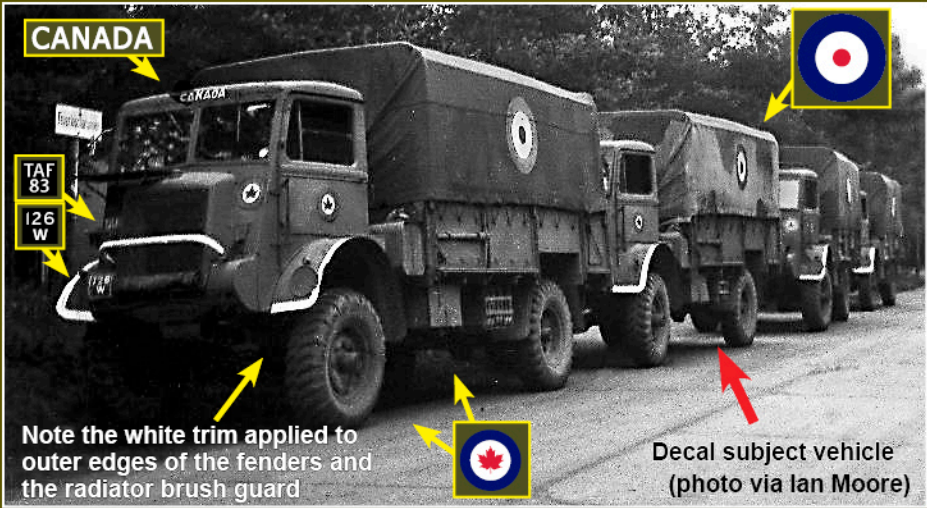
This was an interesting research exercise to sort out historical data, known elements of RAF Spitfire XIVs, and what could be gleaned from the reference photos. We hope the following notes will help you to better understand the markings on this Spitfire:

- ◇ NH899 was passed to 411 Sqn on 27 Sep 45 (from 414 Sqn) and was lost in a fatal crash in the Wadden Sea near Kongsmark, Denmark, on 1 Dec 45. The cause of the crash was not determined. RCAF Flight Lieutenant Kenneth S. Sleep died in the accident.
- ◇ It is painted in the standard



Some details of NH899 are seen here. Clues are seen in comparing the known tones in the photos: the light-coloured canopy framework and the name Cyndy, are assumed to be white, the arrow flash, assumed to be red and white, and the spinner which is assumed to be red, although it was also photographed with a 'roundel' spinner.

# Bedford QLD Lorry, 126 Wing, RCAF



These previously unpublished photos were generously shared by Ian Moore of IPMS Ottawa. They came into Ian's hands via his third-cousin, Paul E. Moore of Dartmouth, NS. The photos had been part of his Uncle Herbie's estate.

The decals are for the vehicle with the camouflage-pattern tarp. We are pretty sure that the three photos show the same vehicle from different angles, based on how the tarp's dark patterns appear to be similarly shaped. There is no way to confirm it today, so you're welcome to proceed as you see fit.

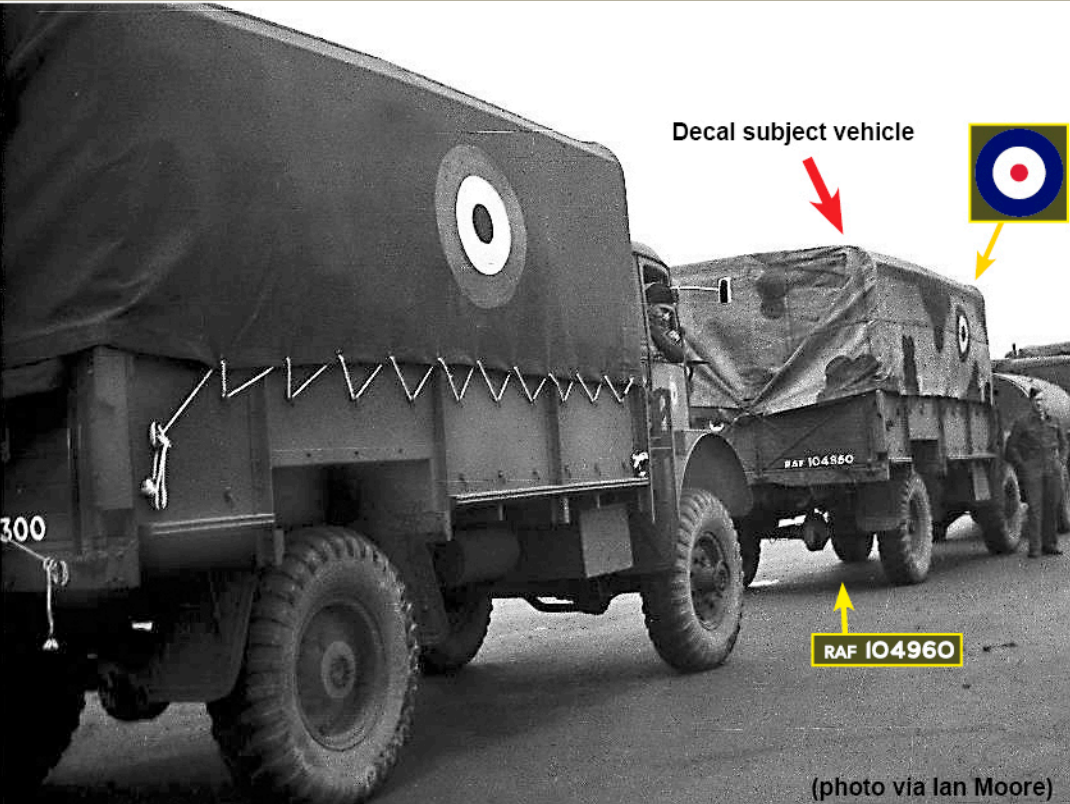
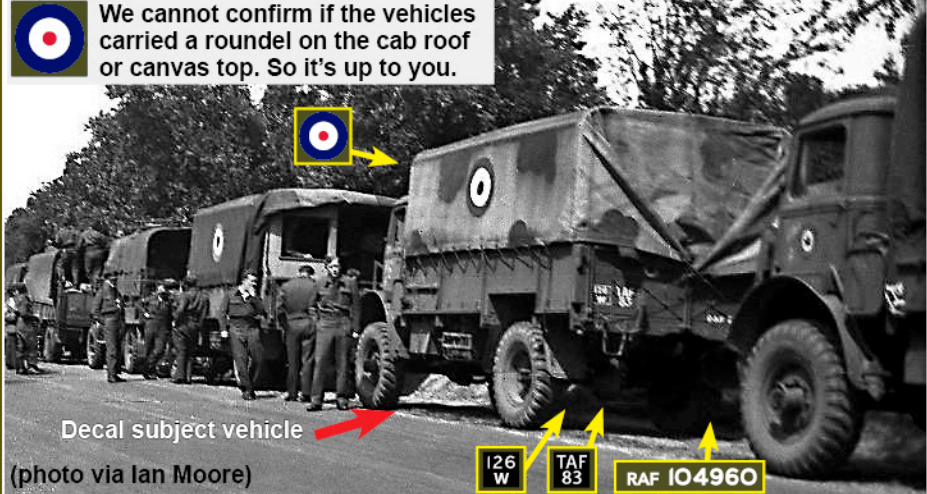
Unfortunately, we're not even sure of the date of these photos, but they are late war or perhaps even postwar. The overall RAF vehicle colour at this time

was specified as SCC No. 15 Olive Drab, which has a current equivalent in BSC 381c: 298. There are several online references to guide you to good model paint matches for this. The white trim on the front fenders and brush bar is an interesting feature and may indicate a post war photo date. The canvas tarpaulin (or 'till' in British parlance) is probably in its natural colour, broken up with patches of either SCC No. 1a Very Dark Brown or SCC No. 14 Black.

Colour references:  
 ♦ [mafva.org/british-vehicle-camouflage-1939-45/?v=79cba1185463](http://mafva.org/british-vehicle-camouflage-1939-45/?v=79cba1185463)  
 ♦ [matadormodels.co.uk/tank\\_museum/xcamo\\_ww2uk.htm](http://matadormodels.co.uk/tank_museum/xcamo_ww2uk.htm)



We cannot confirm if the vehicles carried a roundel on the cab roof or canvas top. So it's up to you.



# A Personalized Mustang



1:72

P-51D   
CF-FUZ

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



## Background

As modellers we're probably familiar with the likes of P-51D's named "City of Winnipeg Sqdn", and the "Cripes A Mighty" Mustangs of the Second World War. However, there is one civilian Mustang that stands out from the crowd for me. That is Canadian Gary McCann's all-black 'CF-FUZ', with its simple and yet elegant white fuselage cheat-line edged with gold pin-striping along with white tail and wingtip trim.

## Aircraft History

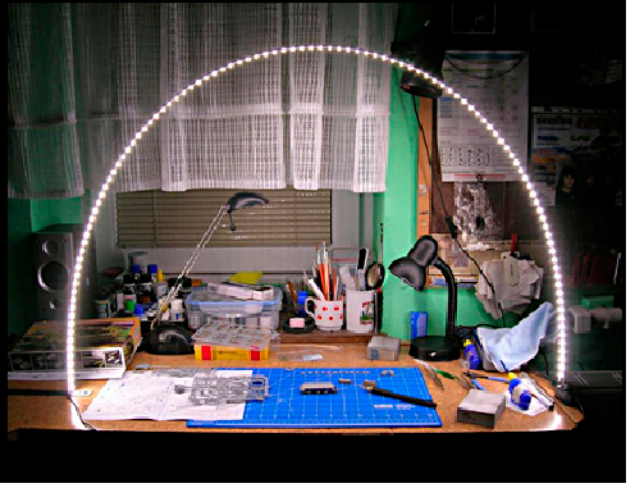
By way of providing some background on this aircraft, CF-FUZ started out life as a P-51D-20NA, USAAF serial number 44-63889. Very little is known of its early military service and postwar life, although it is known that in 1949 it was in the USAF Strategic Air Command, serving in the 96<sup>th</sup> Fighter Squadron, 82<sup>nd</sup> Fighter Group. One website

shows that it was involved in some sort of accident on March 8, 1949, near Manchester, NH. After that the record picks up again when the aircraft entered the civilian market in 1963. Gary McCann acquired the aircraft in November 1973 until it was sold to a new owner in September 2002. A visit to this excellent website - [mustangsmustangs.com/p-51/survivors/serial/44-63889](http://mustangsmustangs.com/p-51/survivors/serial/44-63889) - will provide you with more information and photos of this aircraft.

## Motivation

Let me digress a bit back to the pre-Internet mid-1970's when, after a few years of snail-mail correspondence with a fellow modeller from Hamilton, Ontario, we finally met in person when he drove to my home in Minnesota for a visit. During the course of the visit he presented me with a framed 8" x 10" colour photo of CF-FUZ in flight that still hangs on my wall to this day. Fast forward to 2019 when I spied the DrawDecals ([drawdecal.com](http://drawdecal.com)) sheet for the aircraft and then indicated to Supreme Editor Steve that I had an interest in building the 1:72 scale Tamiya P-51D Mustang for an **RT** article. Getting the green light, said Supreme Editor was very helpful by sending me various photos of the plane during the course of Mr. McCann's ownership of the aircraft.

# LET THERE BE LIGHT



**Benoit Bonnier**  
C#3663  
Gatineau, Quebec



I have been modelling for many years, and over those years I like to think that I have built some great models... and I know that I've built some not-so-great models. To aid in building better models, two key elements can help to achieve that goal;

- ◇ a good work area
- ◇ excellent lighting

A work area is a highly-desirable "gotta have it" in our hobby. If you work on the dining room table all the time, you will have to set up and put away everything each time people want to eat, therefore the chances of breaking parts or losing them are greatly multiplied. Plus, it takes time to get organized each time and we all know that we don't have enough free time for our hobby; I know I don't! With a dedicated work area, all your accessories are nearby, and you don't need to move anything, so the chances of losing or breaking parts are minimized to the minimum.

Lighting is the other crucial element we all have. There is never enough to see all the tiny intricate details or to find the finest of scratches so that when you're ready to paint, it will go on smoother and hopefully flawless.

I used to have two articulated lamps on my desk and, even though they were mounted, they did take up a lot of room. I bumped into them, banged my head on them or had to swing them away so that I could look for paints or in parts drawers.

Over the years, lighting has evolved dramatically and it has helped us to have better, brighter workstations so that we can see more details. The years of the Incandescent Bulbs burning the tops of our heads are over. I not-so-

fondly remember having a desk lamp with a 100-watt bulb burning, many times, the top of my head while I was building, and using that same light to help smooth out the enamel paint on the freshly-painted model. Ah, those were the days!

Then Fluorescent Light started illuminating desks, drafting tables, offices and workplaces. They were an advantage because of their brighter light, longer life and being not as hot as the incandescent bulbs were. They had a big articulated arm that could be placed or directed where you needed the light. They were very expensive but at least they didn't burn the top of your noggin. Fluorescent lights are still used today, with different colour temperatures, from warm white to cool white, and even daylight. They helped modelling a lot by not changing the colours as much as incandescent bulbs did. But the fluorescent bulbs are slowly fading out and making way for newer technology.

For a short while, we had the Compact Fluorescent Light (CFL), commonly known as spirals. It was a spiralled fluorescent lamp designed to replace the incandescent light bulb; some types fit into light fixtures designed for incandescent bulbs. A CFL had a higher purchase price than an incandescent lamp but could save over five times its purchase price in electricity costs over the lamp's lifetime. Like all fluorescent lamps, CFLs contain toxic mercury, which complicates their disposal. In many countries, governments have banned the disposal of CFLs together with regular garbage. White LED lamps now compete with CFLs for high-efficiency lighting, and General Electric has stopped the production of domestic CFL lamps in favour of LEDs.

Today we have the LED (Light Emitting Diodes). Appearing as practical electronic components in 1962, the earliest LEDs emitted low-intensity infrared light. Infrared LEDs are frequently used as transmitting elements such as those found in remote controls for consumer electronics.

# IBG's Diamond T Model 968 – A review and conversion to a Canadian Army Diamond T Model 975 Truck



Martin P. Bendsøe  
IPMS Canada C#6024  
Lyngby, DENMARK



## Project Background

This is a report on my first encounter with the Polish manufacturer IBG – here in the form of a Diamond T 968 truck in 1:72. I stumbled upon pictures on the web of this type of truck in the Canadian Army (*in my search for US trucks in British/Commonwealth service*). These trucks, with the model designation 975, are an extended version of the Model 968. For a Dane, an added spice to building a Model 975 is that these trucks were also used by the Danish Army in the post-war years. These Danish trucks were delivered

This material is a translated and revised version of an article by the author that appeared in the journal 'IPMS nyt', Vol.165, September 2019, published by IPMS Denmark.

in 1951-55. Trucks with open and closed cab and with or without winch were received; they were used with a GS (General Service) body, for bridging-equipment, and as mobile workshops. The last of these units were disposed of as late as in the early 1980's (from reference 3).

IBG is a Polish manufacturer which, at the time this is written, on the Hannants webshop, has 176 models for sale. IBG has a large collection of truck models from WWII, both in 1:35 and in 1:72. In addition, they offer models of tanks, guns, ships in 1:700 and a number of Polish aircraft in 1:72. IBG has a nice website where you can find a lot of information about their models, and for many of the models you can download the assembly instructions so you can see what you are getting into.

From the model kits of WWII British trucks that I've seen, these are of high casting quality and are sets with many parts (*their Bedford QLD has 90 parts, compared to the same from Airfix, which has 62 parts*). Their concept is that the base truck is used in many releases, where extra sprues are provided with the parts to be used for a specific version. This means that there is often a good restocking of one's spare parts box after you're finished an IBG build.



1:48



# Thunderbolt Mk. II

**Wayne Beattie**  
C#3174  
Moncton, New Brunswick



I then picked out various parts in black, dark grey,

The P-47 Thunderbolt is one of my favourite airplanes. Over the years I have built over a half a dozen variants, from the Razorback 'D', all the way to the 'N' version.

When Tamiya came along with their P-47D Razorback version I bought one right away and have been hooked since. It is an easy build that can be built up very nicely right out of the box, or it can be detailed with multiple resin and photo-etch sets. This particular build was done up out of the box. The only items that were not used from the kit were the main markings from the kit decal sheet.

My wife and I were travelling in the States and found a hobby shop with a nice selection of aftermarket decals. I always like to buy decals first, and then buy the kit. I found a set of decals from a company called LPS Hobby, which is based in Brazil. I had never heard of the company but the scheme on the sheet looked interesting. The airplane that I chose to do was a T-Bolt based in Egypt, and painted with an Ocean Grey/Dark Green/Medium Sea Grey camouflage paint scheme.

## The Build Begins - Cockpit

The first thing, as usual with most aircraft kits, is the cockpit. I painted it Vallejo colour 71.093 Field Green, as it is a darker green than the normal US Interior Green. Republic used a darker green for painting their P-47D cockpits.

