

IPMS



CANADA

RT

Random Thoughts

By Modellers,
For Modellers

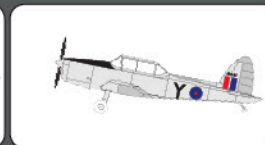
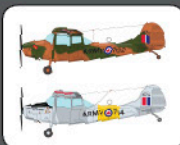
Gary Barling's 1:35 Centurion Mk. 5



BONUS!
FOUR EXTRA
PAGES!

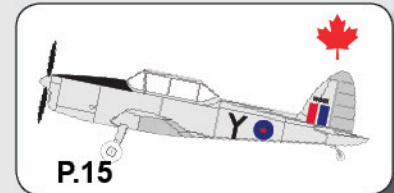
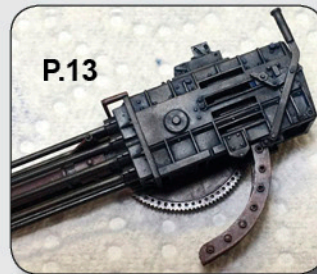
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**Producing a Gunmetal Finish • RCAMC Jeep Ambulance
RCAF DHC-1 Chipmunk • F-5A in the RCAF
CAF CH-147D Chinook • Cdn Army L-19A Bird Dogs**



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<p>Cover Comment: Gary Barling took a trip down memory lane and produced a fine 1:35 model of the Centurion that he used to learn his craft as an Armoured Corps officer. The story starts on page 4 and be sure to read his recount of tank gunnery!</p>		Cartoons Dave Fletcher	3

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, 1:72 RCN Avenger, 1:48 SEAC P-47D, Indian Wars diorama, 1:144 Braniff Electra, 1:48 P-51D, 1:72 Vampire FB.3,

1960's ARMOUR TRAINING:

1:35

THE CENTURION MK.5/1



in (my) Canadian service



Gary Barling

C#0014

Ottawa Valley Plastic Modellers
Petawawa, Ont.



(Author's Caveat. I very much enjoyed this build for two reasons. First, I was building a model of the vehicle I knew so well over almost half a year. Second, the memories came back in waves. On this point, however, I must confess that the memories now may not be as crystal clear as they were over fifty years or so ago. Accordingly, I apologize to the readers for any inaccuracy, technical or otherwise, that they may find. I hope that you enjoy the article! GB)

BACKGROUND

I started my tank training at the Meaford Tank Range (located at the south western corner of Georgian Bay, Ontario) in early 1968 after having completed Phase 1 (basic officer training) at the Canadian Army's Camp Chilliwack, British Columbia, the autumn of 1967 (Camp Chilliwack was renamed Canadian Forces Base (CFB) Chilliwack following Canadian Armed Forces (CAF) unification in February, 1968). Phase 2 (January to May, 1968) was training at Meaford on the Centurion tank, learning how to be a crew commander. Phase 3 (June to August, 1968, still in Meaford) was again on the Centurion, only this time we learned how to command a troop of four vehicles.

It was sheer coincidence that I was assigned to the same Centurion during the majority of both training phases. I got to know Centurion number 52-81060 quite well during that time, and it is the subject of this build.



THE KIT

My chosen kit was the AFV Club IDF Sho't (Whip) Centurion in 1:35 scale, kit number AF35159, **Fig. 1**.

It offers the modeller the option of building either a Mark 5 or a Mark 5/1 version*. On the "plus"

Producing a Gunmetal Finish

Glenn Cauley
C#3359
Kemptville, Ontario

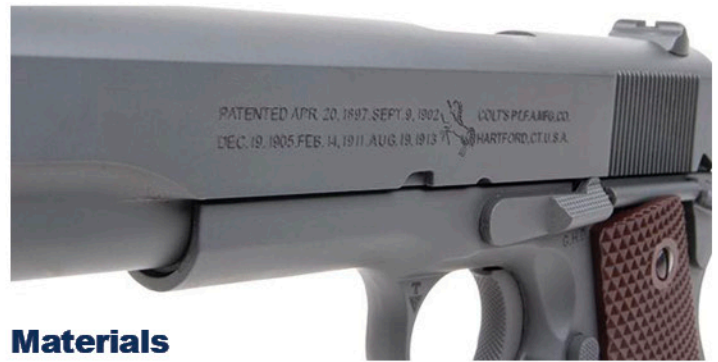
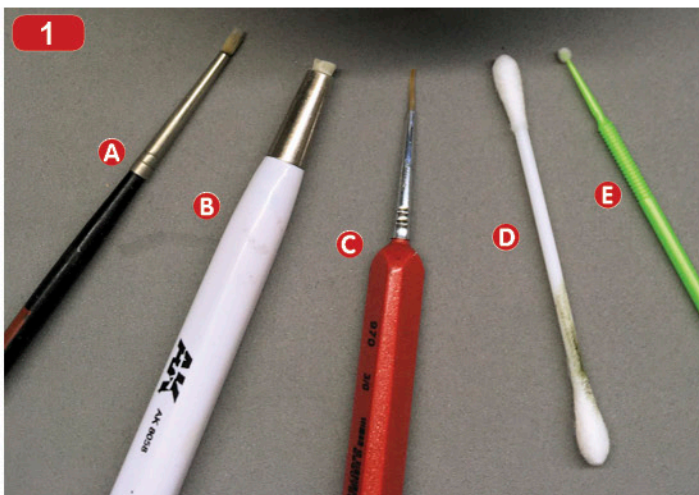


Introduction

There are many “gunmetal” paints available on the market in acrylic, enamel, or lacquer paints. However, here is an alternative method that produces a realistic gunmetal finish.

Tools

- ◇ Small plastic tub (such as an old margarine container)
- ◇ Artist paint palette (for mixing oil paints)
- ◇ Old, small round paintbrush, bristles cut short (Fig. 1 A)
- ◇ Fibreglass etching pen (Fig. 1 B)
- ◇ Fine-pointed paintbrush (for pinwash) (Fig. 1 C)
- ◇ Cotton swabs (Fig. 1 D)
- ◇ Hobby microswoabs (Fig. 1 E)
- ◇ Latex gloves

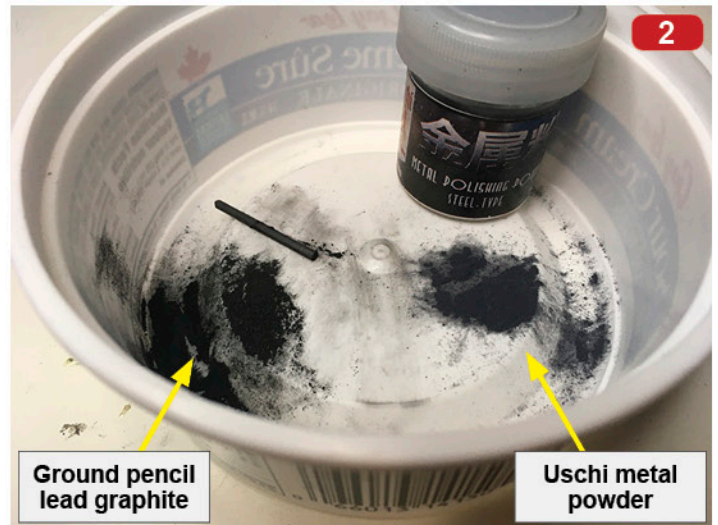


Materials

- ◇ Flat black primer (not satin or gloss)
- ◇ 2 mm “B” pencil lead (graphite) for mechanical pencil
- ◇ Uschi van der Rosten “steel” metal polishing powder
- ◇ Blue and black oil paints, and appropriate thinner

Step 1 – Preparing the graphite powder:

Prepare graphite powder by grinding the pencil lead (graphite) with a coarse sanding stick, into the small plastic tub. (Fig. 2)



Graphite powder

I found that preparing my own pure graphite powder by grinding a pencil lead works best. Avoid commercially-available powder blends of “dry graphite with molybdenum” as the powder blends are too coarse, and they contain large silvery flakes of molybdenum which do not adhere.

Graphite with molybdenum



DHC-1 Chipmunk

S/N 18001, VC-BVY

444 (AOP) Sqn, RCAF

CJATC Rivers, Man. 1948-49

**Commentary by Jim Bates, C#6008
Tacoma, WA**

While the DHC-1 Chipmunk had its first flight on May 22, 1946, by the end of 1947, de Havilland Canada was struggling to find buyers for the aircraft that had been produced. Outside of company demonstrators, most had been dispatched to de Havilland subsidiaries overseas.

Russ Bannock demonstrated CF-FHI to the RCAF brass in Ottawa during the summer of 1947, but no order was immediately forthcoming. I'm sure that DHC management was excited when the Committee of the Privy Council authorized the purchase of three Chipmunks (plus spares) for a grand total of \$33,819.63 on March 23, 1948. The three aircraft, DHC serial nos. 23, 24, and 25, had been in storage since their test flights in May 1947.

The aircraft were purchased for the use of 444 Air Observation Post (AOP) Squadron based at RCAF Station Rivers, Manitoba. The three aircraft were taken on strength by the RCAF on April 1, 1948.

Our decal subject, DHC serial no. 23, was assigned the RCAF serial 18001. The aircraft, along with Auster AOPs, were used by 444 Sqn to provide airborne observation for the Artillery and to train Army aviators. They were the only RCAF Chipmunks to fly with an operational squadron.

De Havilland considered these aircraft DHC-1A-1s, but the RCAF called them Chipmunk Mk. Is. The Chippies were operated by 444 Sqn until it was disbanded on April 1,

1949. 18001 was transferred to Training Command after engine and radio upgrades and assigned to RCAF Station Centralia, Ontario. All three aircraft were struck off RCAF strength in 1959.

Our subject aircraft was sold to the United States and became famous at airshows and aerobatic competitions being flown by Art Scholl as N13Y. After Mr. Scholl's death the airplane was donated to the Smithsonian collection and now hangs from the rafters of the National Air and Space Museum's Steven F. Udvar-Hazy Center in Virginia.

There are two options for a Chipmunk kit in 1:72. Airfix was first off the bat in 1969, with a more recent kit coming from AZ Model in 2017. The Airfix kit is the easier build, but the AZ kit has nicer surface detail and a cockpit interior.

References:

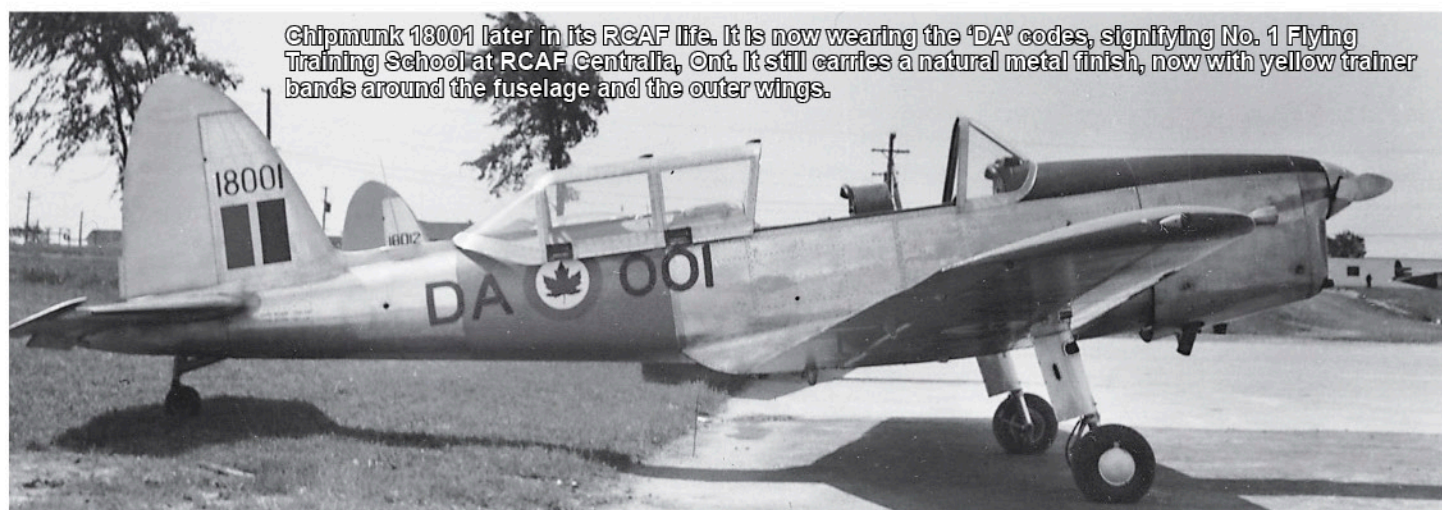
◆ The DHC-1 Chipmunk – The Poor Man's Spitfire, by Hugh Shields, Ron Brown, José Gonçalves, and Rob Blievers. SBGB Publishing 2009. ISBN 978-0-9812544-0-1

◆ rwrwalker.ca/RCAF_Chipmunk_detailed.html



Short history of Chipmunk 18001

- ◆ de Havilland Canada Chipmunk Mk. 1 DHC-1A-1 Serial No. 23
- ◆ 1 April 1948 - Taken on strength by the RCAF
- ◆ 10 April 1948 - Delivered to Canadian Joint Air Training Centre, Rivers, Manitoba. One of three delivered that day; the first operational RCAF Chipmunks.
- ◆ 1948 and 1949 - Served with No. 444 (AOP) Sqn at Rivers.
- ◆ Later used at No. 1 FTS, RCAF Centralia, Ontario.
- ◆ 6 May 1959 - Struck off RCAF strength, transferred to Crown Assets Disposal Corporation for sale.
- ◆ Purchased by Art Scholl in 1968, it was modified into Super Chipmunk N13Y; fitted with Lycoming GO-435 engine, retractable undercarriage, and other modifications.
- ◆ 28 October 1987 - donated by the Estate of Arthur E. Scholl to the Smithsonian Institution, Washington D.C.



Chipmunk 18001 later in its RCAF life. It is now wearing the 'DA' codes, signifying No. 1 Flying Training School at RCAF Centralia, Ont. It still carries a natural metal finish, now with yellow trainer bands around the fuselage and the outer wings.

L-19A Bird Dogs



in Canadian Army service

Compiled by
Steve Sauvé, Editor
Jim Bates, C#6008, Tacoma, WA.

Not one of our decal schemes, but nonetheless a very nice study of early Cdn Army Bird Dogs in their simple but attractive initial livery of bright natural metal overall with matt black anti-glare and gloss red search markings. The second aircraft in, 702, is featured on our decals in its later variegated camouflage scheme.
DND Canada photo PL-82276

The L-19 Bird Dog

In 1954, the Canadian Army purchased 16 Cessna L-19A Bird Dogs as a replacement for the RCAF's Auster AOPs that were used for artillery spotting and general liaison duty at the Canadian Joint Air Training Centre (CJATC) at Rivers, Manitoba. The Bird Dogs arrived in Canada in natural metal finish and the first six were camouflaged at 6 Repair Depot (RD) Trenton, Ontario. The aircraft, assigned serials 16701 to 16716, were split between No. 1 Air Observation Post (AOP) Flight at Camp Petawawa, Ontario, and CJATC Rivers.

A second batch, consisting of nine L-19Es, were ordered in 1957. This batch, serials 16717 to 16725 were assigned to No. 2 AOP Troop at Camp Shilo, Manitoba, as well as Petawawa and Rivers. Two aircraft, 16723 and 16724 were assigned to RCAF Rockcliffe, Ontario.

During their service, the Bird Dogs operated both on wheels, skis and floats, and in addition to the above-mentioned stations, also served at RCAF Lahr, Camp Valcartier, Quebec, Camp Borden, Ontario, and Camp Gagetown, New Brunswick.

Five aircraft were written off in Category A accidents, and to replace these aircraft a final batch of four attrition replacements were purchased from the US Army in 1965. These L-19Es were assigned the serials 16732 to 16735. Following CAF unification in 1968, the surviving aircraft were designated CO-119s and reseried with '119' prefixes, and retaining the last three digits of their original serial numbers.

The Bird Dogs were replaced by the CH-136 Kiowa in 1973, with 19 of the surviving aircraft passing to the Royal Canadian Air Cadets and used as glider tugs. One L-19A, 16706/119706, was saved for display purposes and is now a part of the Garrison Petawawa Military Museum.

Cessna L-19A-CE - Aircraft 16702

- ◇ **6 Oct 1954** - Taken on strength. Ex US Army 53-8051. Received in natural metal finish.
- ◇ **6 Oct 1954** - To No. 6 Repair Depot, RCAF Trenton, Ont. for camouflage painting.
- ◇ **19 Nov 1954** - Served with No. 1 AOP Flight, Camp Petawawa, Ont.
- ◇ **24 Jul 1957** - To Central Experimental and Proving Establishment (CEPE) at RCAF Namao, Alta, for cold weather trials.
- ◇ **21 Mar 1958** - To Headquarters Practice Flight at RCAF Rockcliffe, Ont.
- ◇ **14 Nov 1958** - Back to No. 1 AOP Troop.
- ◇ **5 Apr 1962** - To RCAF Lincoln Park, Alta for Category B crash repairs.
- ◇ **2 Jan 1963** - At Army Aviation Tactical Training School, Rivers Camp, Man.
- ◇ **19 Feb 1964** - To Bristol Aerospace, Winnipeg, Man., for modifications.
- ◇ **27 Apr 1965** - To 3rd Regiment Royal Canadian Horse Artillery at Camp Shilo, Man.
- ◇ **7 May 1968** - To No. 4 Flight Training School at CFB Rivers, Man.
- ◇ **20 Feb 1969** - To 4 RCHA at CFB Petawawa, Ont.
- ◇ **25 Apr 1969** - To 5^e Régiment d'artillerie légère du Canada at CFB Valcartier, PQ.
- ◇ **11 Jun 1970** - Became CAF 119702

source: **Canadian Military Aircraft Serial Numbers** rwwalker.ca

RCAMC JEEP AMBULANCE

Normandy, July 1944

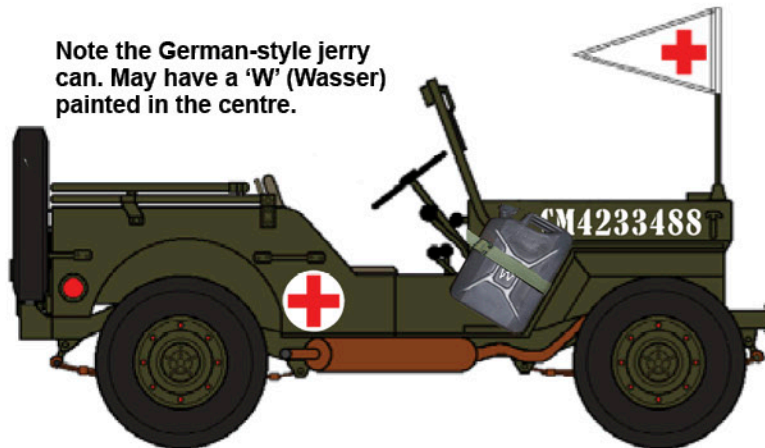


A Willys jeep ambulance of the Royal Canadian Army Medical Corps, Vaucelles, France, 20 July 1944. DND Canada photo PA-129031 by Lt. Ken Bell, Canadian Army. There is a wealth of modelling detail in this photo, including the tow rope wrapped around the bumper, the camouflage net, the German style jerry can, and the support structure that allows the transport of three casualty litters.

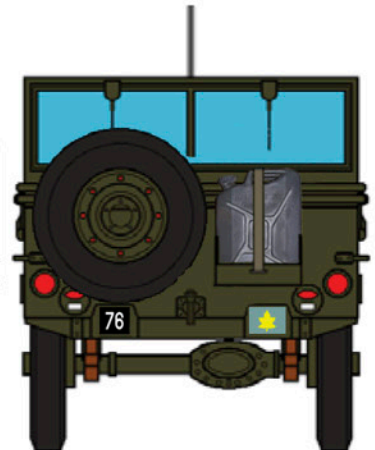
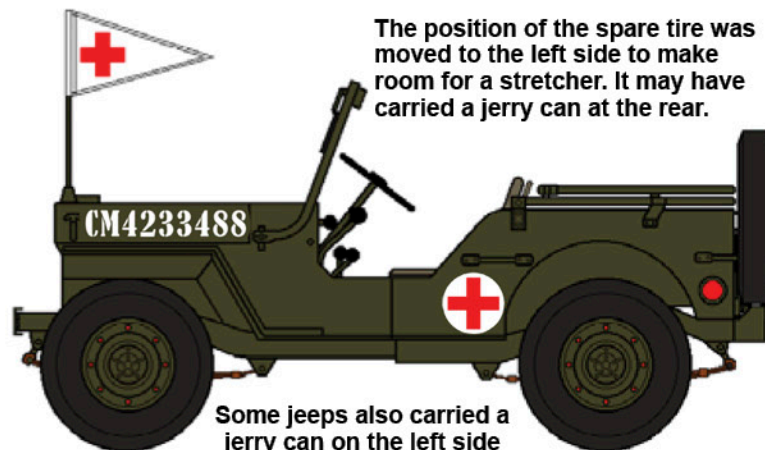
The only armour subject on the free decal sheet is a neat little Canadian Army Jeep Ambulance, seen in use by 22 Field Ambulance, 3 Canadian Infantry Division.

There are several 1:35 kit model options to provide you with a basic WW II Jeep. A Google search will help you produce the litter rack. But you will also see a great variety in configuration and equipment fit, like jerry cans and stowage. There doesn't seem to be a single pattern for these rigs, so you will have to dig through the

Note the German-style jerry can. May have a 'W' (Wasser) painted in the centre.



The position of the spare tire was moved to the left side to make room for a stretcher. It may have carried a jerry can at the rear.



Some jeeps also carried a jerry can on the left side

Formation Sign:



3 Cdn Inf Div

Unit Sign:



22 Fd Amb

Bridge Class:



Source artwork used with permission from Barry Beldam.

(Pre-C)F-5s in the RCAF



Compiled by
Steve Sauvé, Editor
Craig Baldwin, C#3781, Laval, P.Q.,
Jeff Rankin-Lowe, London, Ont.

↑ USAF F-5A 63-8416 done up with minimal markings changes for its time in Canada: flags, roundels and RCAF titles. The 'FA-416' is typical for USAF fighters of the day. However, the aircraft appears to have been completely very neatly repainted for this short-term role in RCAF markings. The overall 'showroom floor condition' of the jet is evident. This aircraft was later passed on to the Greek Air Force.
↓ For comparison, here is F-5A 63-8377 in standard USAF markings of the time.

Something a little bit different for you. It may be well-known that Canadair produced 115 licence-built copies of the Northrop F-5A and F-5B for Canada, which were named CF-5A and CF-5D in Canadian Armed Forces service.

The first CF-5 was rolled out at Canadair's Montreal-area plant on 6 February, 1968 and they were being delivered to the military at the end of 1968. They went into service as tactical fighters and as two-seat pilot trainers for pilots transitioning to fighter jets, serving well until the last remnants of the CAF fleet was retired in 1995.

Prior to the Canadian production, however, a few US-owned F-5's were loaned to the RCAF for unknown periods, and it is not even known exactly when these jets came to Canada or when they left again. The photo evidence supports that they were all here sometime in the 1965 to 1967-68 time frame.



Northrop F-5's loaned to Canada		
USAF S/N*	C/N**	Variant
63-8416	N.6053	F-5A-15-NO
63-8421	N.6058	F-5A-15-NO
63-8445	N.8008	F-5B-5-NO

* - Serial Number
** - Constructor Number

USAF F-5B 63-8445 (this aircraft was selected as a Northrop company demonstrator. It carried out a sales tour later in 1964, visiting 12 European and Middle Eastern countries in search of customers.) For its time in Canada it was done up with RCAF markings, seen here on display in 1967 (note the Centennial logo on the CF-101 in the background). It carries the two-tone blue 'swoosh' on the spine and canopy frames as worn by our decal subject aircraft. By this point (presumably) Northrop had added a red CANADA to the blue NORTHROP title and an array of flags of international F-5 customers (not seen on '421). When adding these markings to our decal sheet was proposed to our hard-working decal artiste, his response was... well, not fit to print here. Sorry, folks.

CH-147D Chinook 147205

"2 FOR
HOOKING!"



CF Joint Task Force Afghanistan Air Wing
at Kandahar, Afghanistan (2008-2010)

DND Canada photo AR2010-0181-73
by Cpl Keith Wazny, 16 Jul 2010.

Compiled by Jim Bates, C#6008, Tacoma, WA
and Steve Sauvé, Editor

You gotta wonder what the Canadian Armed Forces (CAF) was thinking in 1991 when they retired their first Boeing-Vertol CH-147 Chinooks. Like most decisions, it was probably about money, but in 2001 it sure seemed pretty short sighted when the CAF got involved in various operations in Afghanistan. The government recognized this issue and signed a contract for 15 new CH-147F Chinooks in July 2006. However, they would not be delivered until 2013. After the Manley Report was issued, a deal was signed with the US Army in August 2008, to purchase six used CH-47Ds for almost three hundred million dollars (The contract for the CH-147F's was over \$1 billion). The Chinooks were handed over to the RCAF in late December 2008, and flew their first operations as CH-147Ds by early 2009. The final Chinook operation was flown on July 30, 2011. During that time the fleet flew 7084.5 hours, carried 90,723 passengers and 7,097,989 pounds of cargo. Chinook 147202 was lost to enemy fire on August 5, 2010, with no loss of life, and Chinook 147205 was destroyed in a landing accident on 15 May 2011. After the loss of Chinook 202, a replacement aircraft, 147207 (formerly USA Army 87-00096) was rented from the US Army for use during 2011. The Chinooks are somewhat unique in the modern RCAF in that they never flew in Canada during their Canadian ownership. They are also the only Chinooks operated by

the Canadian Forces that were not assigned to 450 Sqn.

Fleet History

- ◆ 147201 *"Miss. BEHAVIN"* - built as CH-47C 68-16017 and then converted to CH-47D standard with the new US Army serial 89-00130. Now on display at the National Air Force Museum of Canada, Trenton, Ontario. This aircraft served in Vietnam with C Troop, 7th Squadron, 17th Cavalry at Camp Holloway.
- ◆ 147202 *"The Magic Bus"* - built as CH-47C 67-1855 and converted into CH-47D standard with the new serial 84-24181. Lost to enemy fire August 5, 2010.
- ◆ 147203 *"Red Devil"* - built as CH-47A 62-02133 and converted to CH-47D standard with the new US Army serial 87-00086. Sold to Boeing following CAF service.
- ◆ 147204 *"Black Jack"* - built as CH-47A 64-13140 and converted to CH-47D standard with the new US Army serial 84-24154. Sold to Boeing following CAF service.
- ◆ 147206 *"JACK'D up - Old No. 7"* - built as CH-47A 65-08015 and converted to CH-47D standard with the new US Army serial 86-01651. Now on display at CFB Petawawa, Ont.
- ◆ 146207 *"GOIN' IN HOT"* - built as CH-47A 63-07906 and converted to CH-47D standard with the new US Army serial 87-00096. This aircraft was a 2011 rental after