

# RT Random Thoughts

By Modellers,  
For Modellers



## 1:32 F.2b FIGHTER by Gary Barling

**BONUS!  
FOUR EXTRA  
PAGES!**



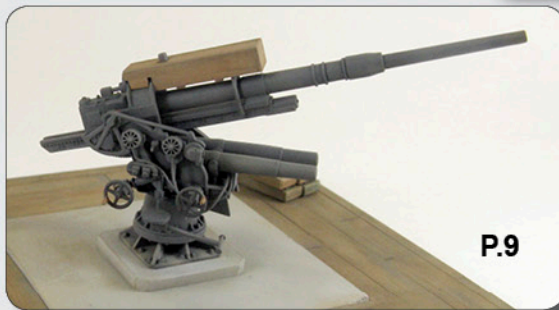
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### Future aRTicles...

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!

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# Building a CC-177 Globemaster III

1:144



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## C-17 History

Responding to a 1980 U. S. Air Force request for a new heavy-hauling transport, McDonnell Douglas was chosen to build the new design, beginning in 1981 and the result was an aircraft that exceeded its requested specifications. The plane incorporated the ability to land, using only 3,000 feet of under-developed and marginal runways at best. It weighed in at 277,000 pounds and had a maximum take-off weight of 585,000 pounds. Pratt & Whitney's four turbo-fan engines each developed 40,500 pounds of thrust.

## The Project

I became involved with the build of the C-17 Globemaster III, designated in the Royal Canadian Air Force (RCAF) as the CC-177, when a friend of mine asked me to build the Revell 1:144 C-17 scale kit, #04044, using DrawDecals #CC-177, in the RCAF 429 Squadron's 75<sup>th</sup> Anniversary markings. The model is considerably larger, even in 1:144 scale, than what I was accustomed to building so I had to be very careful so it wouldn't become a "work-light banger" on my bench. Nevertheless, during the build it did manage

to come in contact with the metal shade a few times although no damage was done to the model.

The kit provides both cargo flooring and sidewall detailed inserts along with the option to have the crew entry door open and boarding steps in place as well as a rear cargo door open so the interior structure can be visible. I elected to button up the model and save myself some work.

## The Build

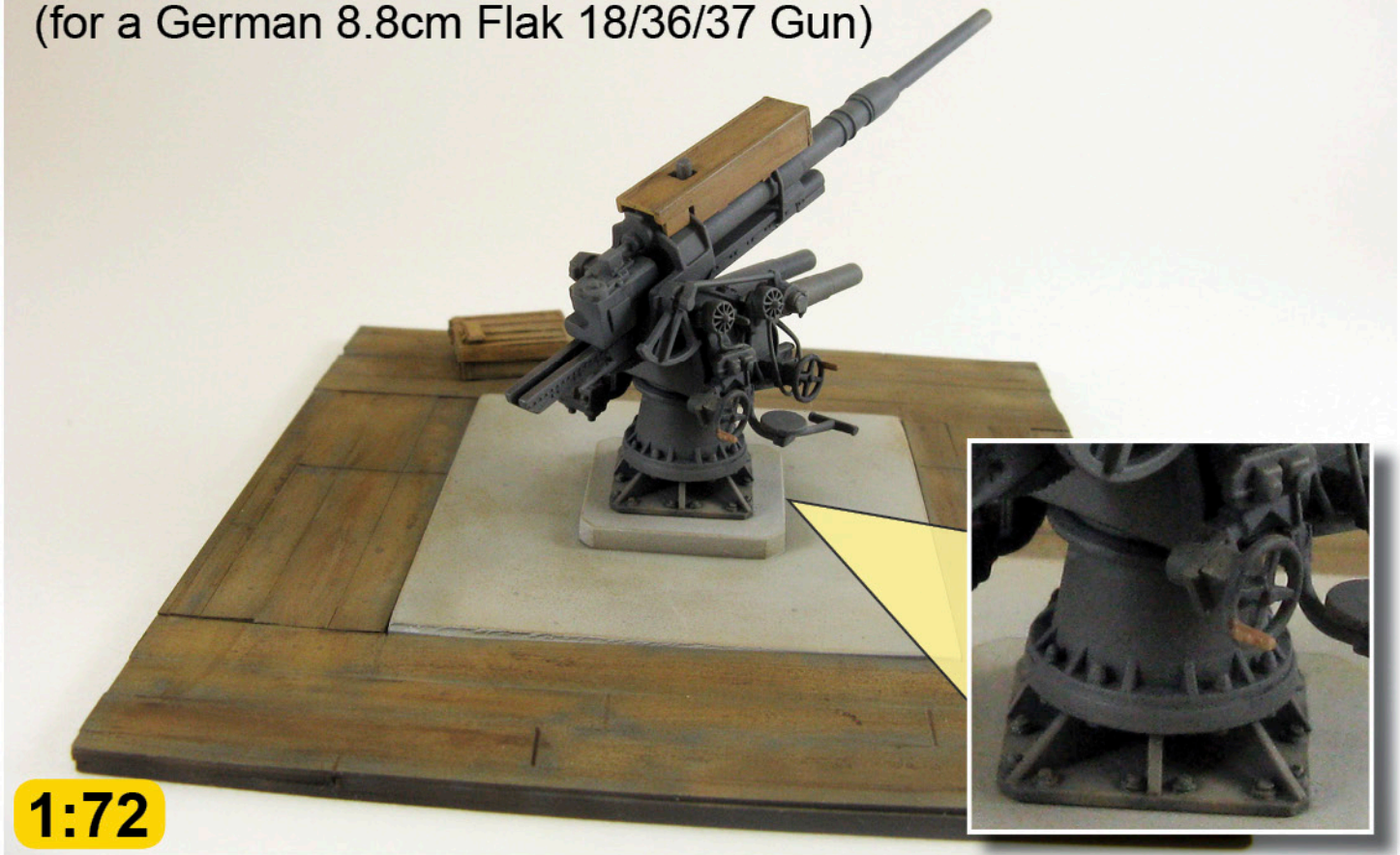
Most modellers have run into a kit build that fights them all the way and much to my chagrin, this one turned out to be exactly that.

My first encounter was warped fuselage halves which gave me fits but I persevered and finally got the fuselage "tamed." In Fig. 1, the warping can be seen with the right fuselage side wall insert not fitting well inside the right fuselage half. Also visible is one of the complex strut and landing gear bays that ultimately didn't fit well into the fuselage. At that point, I was planning to paint the cockpit and seats and use the clear windshield part so



# A 'Sockellafette' pedestal mount

(for a German 8.8cm Flak 18/36/37 Gun)



**1:72**

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## BACKGROUND

One of my favourite modelling subjects is the iconic German 8.8cm Flak 18/36/37 series developed between the two World Wars. At the time it entered service, it was arguably the premier high altitude anti-aircraft gun in the world. Though primarily designed for anti-aircraft use, its promise as an anti-tank gun and bunker buster was appreciated early in its development, resulting in various dedicated towed and self-propelled versions being produced.

I have built three 88s previously. For my fourth build, I wanted to make a version different from what comes in the box. After some thought, I settled on building a gun that was statically emplaced on a pedestal mount (Sockellafette). Thus the primary focus of this article is to detail the process I followed in scratch building a new mount.

## THE KIT

This kit is produced by Revell Germany (03174). It is by far the best representation of the famous 88 in 1:72 scale and I have built three of these kits previously. While my previous builds required extensive detailing, this one was much closer to out-of-the-box.

Outside of the changes needed to make a pedestal, I decided to add a modicum of visual interest with a scratch built wood box to cover the recuperator on top of the barrel. This was done by some gun crews to provide splinter protection for this damage-sensitive part.

## THE BUILD

Construction of the pedestal and gun assemblies were done in parallel.

The gun was built pretty much out of the box. My only change was the addition of a set of data cables running from the pair of round Lampenempfänger 18 data transmission units mounted on the left side of the gun to the control unit near the equilibrators. Instructions were followed for the most part, except I delayed adding



1:32



# BRISTOL F.2b FIGHTER



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## Background

The Bristol F.2 Fighter was a British two-seat biplane fighter and reconnaissance aircraft of the First World War developed by the Bristol Aeroplane Company. It is often simply called the Bristol Fighter or popularly the 'Brisfit' or 'Biff'. It was built as one of the responses (the other being the R.E.8) to a Royal Flying Corps (RFC) specification for a reconnaissance and artillery-spotting aircraft. Particular emphasis was placed on the aircraft being able to defend itself. Having overcome a disastrous start to its career, the F.2B's robust design allowed the pilots to fly it as if it were a fighter, using the front Vickers 0.303" machine gun as the main weapon and having the observers defend against attack from the rear. This approach was quite successful, and the Bristol never looked back. It remained in military service into the 1930s, and surplus aircraft were popular in civil aviation.

Captain Andrew Edward McKeever DSO, MC & Bar, DFC (21 August 1894 – 25 December 1919) came from

Listowel, Ontario, and was a Canadian World War I two-seater flying ace (**Lead Photo 1**). He flew with 11 Squadron, Royal Flying Corps and achieved 31 victories.

He thus became the highest scoring two seater fighter pilot in the Royal Flying Corps and Royal Air Force during the First World War. McKeever would score all 31 of his victories while flying the Bristol Fighter. All but two of those triumphs were over German Albatros D.V fighters. Seven different gunners/observers shared his victories. One of these, Lieutenant Leslie Powell, became an ace in his own right, with 19 successes, 18 of which were in tandem with McKeever.



## The Kit

This is the Wingnut Wings kit of the Bristol F.2B Fighter (Kit Number 32004), and is the first injection molded model of this airplane to appear in 1:32 scale (**Lead Photo 2**). It was released in April 2009 and sold out in September 2018, although it may still be found on eBay or other internet



# CH-47A CHINOOK



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**Truro NS**



## HISTORY

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

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

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

## THE KIT

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

## THE BUILD

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

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





# Gunpla is Funpla: the RB-79 Ball



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If you have been around the hobby over the past few years, chances are you have noticed those colourful looking Japanese robots that are appearing on the shelves of hobby stores and on contest tables. These Gundam kits are very popular among fans of the media franchise, and in 2019, Bandai celebrated shipping their 500 millionth Gundam model. My local hobby store has a monthly meeting for the Gunpla group and once a month on a Sunday afternoon, the store is packed with people – mostly young people – putting together brightly coloured robots and having fun.

I'm not a fan of anime, and I don't know a lot about the Gundam media franchise. But I do know one thing: big robots are cool.

## The subject

The RB-79 Ball is pretty much just a piece of space construction equipment, up-armoured and with a gun slapped on top, then mass-produced and sent off to war. Needless to say, a floating ball with two grabby hands and a gun is significantly outclassed in 'cool factor' by all the humanoid robots in the Gundam universe, so it tended to suffer heavy losses in actual, real-life fictional, combat.

Modellers who are fans of the ball have a number of options. First is the HG twin set, in 1:144 scale which comes with enough parts to build two balls, with options for either one large gun or two small ones. These kits are fairly