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International Plastic Modellers Society of Canada

RT Random Thoughts

By Modellers,
For Modellers



John Lumley's 1:24 F6F-5 Hellcat Mk. II



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**Twilight of the Avenger • Hang Out in the Dugout
1966 Lincoln Continental • OP-2E Neptune, USN**



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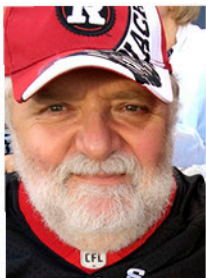


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Future RTicles...

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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Editorial

Steve Sauv , C#0323
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No, seriously, it's STILL going on?

Here it is, 2022. But even with the improving news it still seems surreal that this virus is still with us and going very strong almost two years later, albeit as an updated kit release with new markings. Between working from home for almost two years and not being able to travel or get too distracted by real life my modelling progress has not improved as much as I would have liked but I did manage to move a few items from the Shelf Of Doom Of My Youth (SODOMY) Okay, wait, now I see it; I'll shorten that down and call it the SOD, just like everyone else.

Membership renewal is now online only

First - Please renew as soon as possible after receiving your expiration notice. *(I do it immediately, mainly because it's certain that I'll forget about doing it later.)*

Second - To streamline the process we're going to 'online only' for renewals and new members. At our last National Executive meeting John MacDonald reported that nobody has renewed by Canada Post recently, so for us that is a very good indicator that the membership is now comfortable doing a PayPal payment each year to renew their membership.

What makes one person's modelling better than yours? Or someone else's?

During a Zoom gab with a modelling buddy of some modest international ill repute we were discussing the notion of people in our hobby being of the noble "real modeller" caste versus other modellers being of the implied lower life form, "parts assemblers." We started kicking around the evolutionary steps in our hobby that have made it easier, better, or both. Somehow this evolution got twisted into some folks creating a class system of modellers. That got me to thinking, where are the dividing lines these days? Photo-etch? Coloured photo-etch? Cast resin parts? 3D-printed parts? 3D-printed cockpit panels?

I wonder where the dividing line was in the old days? The old school wood-carvers who looked down their noses at the folks buying the new-fangled plastic kits? The brush-painters sneering at the airbrushers? Maybe today it's the old-school scratchbuilders sitting in judgment over those who use any forms of aftermarket replacement parts.

So where is the line in the sand(paper) that divides "us" from "them?" When we're seeing how the hobby is evolving, perhaps we should first ask ourselves "who am

I to make that judgement?" Maybe we should all keep in mind that old bit of wisdom, "let he who is without seams cast the first... aftermarket part." No? Not hilarious? Well I guess some of these are just for me...

An RT Readability Review

None of us are getting any younger and I thought now would be a good time to ask how difficult **RT** is to read for all you wonderful folks in the membership. Would a change be helpful to make the journal easier to read for you?

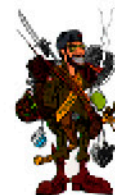
This is **RT's** current base font - 10 point Arial
The current **RT** caption font is 9 point Arial Bold

This is **RT's** font if we switched to 11 point Arial
Here is the **RT** caption font in 10 point Arial Bold

Changing to a larger font would bring **RT** more in line with the style seen in *beaveRTales*, so if you'd like to get a better idea of how it would look, please print out a page or two from **BT** and make a comparison. I'd be happy to hear back from any readers who have an opinion on this, one way or the other. It would be at least a year before articles would start showing up in a new font, so this definitely wouldn't happen overnight. I have a number of articles already laid out for use in future issues and, as much as I love all you wonderful lugs and luggettes, there ain't no way I've got the time or motivation to re-jig them to flop over to a new style. But please send a note if you have an opinion.

Looking ahead... again

As I write this it's still not real clear how the hobby spring and summer show season is going to pan out. My own club isn't close to holding real meetings again, and things like masks and distancing are necessary and have to be tolerated until this things burns itself down. Stay safe, folks!



If you're planning on going to the IPMS/USA Nats in Omaha (ipmsusa2022.com) in July we'd like to hear from you.

We need people to help with the various aspects of IPMS Canada Best Canadian Subject award. If you're planning on attending and you'd like to help or learn more please send a note to RT@ipmscanada.com.

Twilight of the Avenger



1:72

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



History

Having served the United States Navy (USN) as a low-level torpedo bomber during World War II, the Grumman TBF/TBM Avenger aircraft performed its service with distinction. The aircraft slowly replaced the aging Douglas TBD Devastator, and with its sturdy construction perhaps saving the life of a future U.S. President, that's another story in itself.

The Avenger's design remained pretty constant during the wartime period, however post-war aircraft took on several new looks. The TBM-3W being perhaps the most radical departure from previous models, they continued to serve with various countries through the 1950's and beyond. Some retained the elongated greenhouse, sans turret; some replaced the greenhouse with a solid structure, while others sported a huge ventral air-to-surface radar radome, not to mention those that became aerial spraying and water-bomber aircraft while in civilian use. Thankfully, several survive today in airworthy condition and continue to fly at air shows world-wide, while others have been restored and are on static display in various museums throughout the world.

With Sword's release of their 1:72 scale TBM-3W, #SW72114, one of the markings options was for a Royal Canadian Navy (RCN) aircraft and that tripped my trigger to purchase the kit. Little did I know at the time just what I was in for with the build and I'll get to that later.

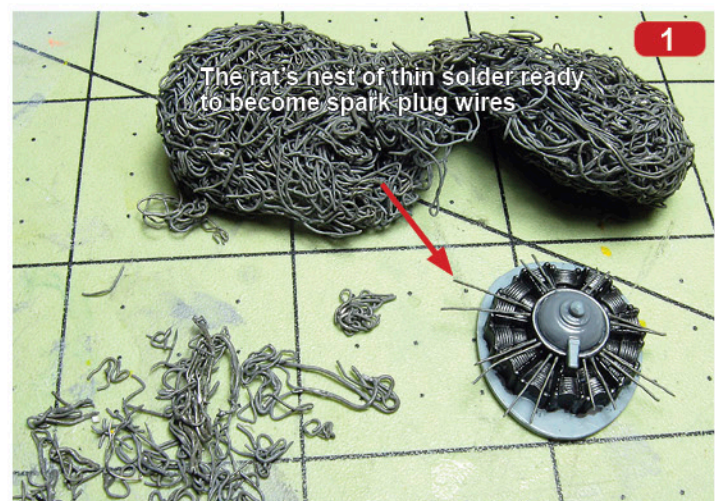
The Sword kit

The kit parts are crisply-moulded; however there are no locating pins, so I made sure I was careful as I glued the main components of the airframe together.



The Build

The build began by wiring the engine front, **Fig. 1**. One can see the wad of thin solder that I used and it was just a matter of cutting very short sections and gluing them to the



1:35



Hang Out in the Dugout

Barry Maddin
C#6000
Truro NS

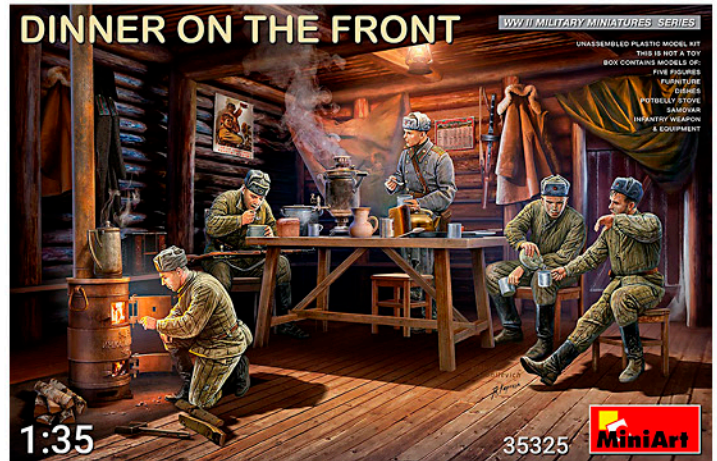


Bunking in a Bunker

During the Second World War on the Eastern Front digging-in was a vital means of survival for both sides of the conflict, particularly in the winter. Underground bunkers were commonplace providing protection from enemy bombardment and "General Winter." Soviet fortifications were robust and well-built utilizing local materials and well-camouflaged to blend into the local terrain.

The Kit

The kit is "Dinner on the Front" # 35325 from MiniArt in 1:35 scale, consisting of five Soviet soldier figures, a table, two chairs, two stools, a stove, along with numerous utensils and foodstuffs. There is also a wide range of weapons and equipment provided, all moulded in light grey polystyrene, with the utensils and stove parts provided as photo-etch. The parts are cleanly moulded with some very fine mould lines and very narrow sprue attachment points. The plastic felt soft but it cut and sanded without difficulty. The instructions come as a four-page booklet with a full-colour display of the kit and with the colours called out with



no less than eight paint manufacturers listed. Additionally there are five Soviet propaganda posters that can be cut out and used in a diorama setting.

Building a Bunker

I decided that the kit needed a bunker to house the five figures and accessories, so I looked at what I had on hand. I had a selection of wooden craft sticks and dowels that could be used for the walls and floor. I first worked out the diminutions that would give me enough room for everything but not be oversized or crowded. The dowels were smooth and I wanted to have a rough exterior to the logs that would

A New School Cruiser



1966
LINCOLN

Continental

1:25

Ken Nesbitt
C#3463
Ottawa, Ontario



Introduction

In these modern days, when the general picture of an American luxury vehicle can be represented by a 7000 lb. SUV, it is pleasing to reminisce about an era when Cadillac and Lincoln represented the pinnacle of style and comfort throughout the Free World.

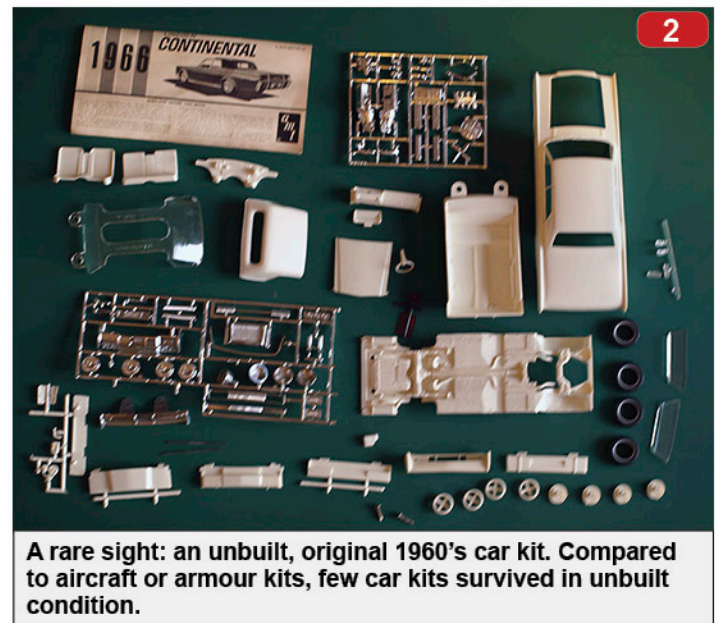
During the years following the end of World War II, Cadillac's star was in the ascendant. The number of American luxury car brands had contracted between 1930 and 1960, leaving Cadillac, Lincoln, and Chrysler's

Imperial as the survivors. While Lincoln occupied the Number 2 position in sales, their products tended to fall into two categories: slightly fancier Mercurys, or bizarrely styled leviathans. By 1960, Cadillac was outselling Lincoln by a factor of 7 to 1. The balance began to shift with the introduction of the 1961 Lincoln Continental. With its lack of fins and excess chrome, the Lincoln became the industry's styling leader. While Cadillac retained the sales lead, the gap was down to a factor of 5 to 1 by 1965.

The 1966 model year saw the first major redesign for Lincoln. Styling was updated, though retaining the flavour



Original box art for the kit. Dig the custom trim option!



A rare sight: an unbuilt, original 1960's car kit. Compared to aircraft or armour kits, few car kits survived in unbuilt condition.

A Different Neptune



An OP-2E of VO-67, USN

1:72

Ken Woodruff, C#5601
Burlington ON
IPMS BurlOak



I don't think a single aircraft picture has ever raised my curiosity as much as **Fig. 1** did. I found it during an internet search on Vietnam War aircraft and I couldn't figure out what it was. It looked like some kind of WWII bomber, but it had modern insignia, jet engines and said 'NAVY' on the fuselage!

The plane was an OP-2E Neptune. It was developed as a bomber for the US Navy to drop electronic sensors along the Ho Chi Minh Trail in Vietnam (the 'O' for 'Observation' in its designation was to obscure its true bombing mission). There were many modifications from the P2V-5F Neptune, including:

- ◆ removal of the search radar and its radome

- ◆ removal of the MAD (Magnetic Anomaly Detection) tail extension
- ◆ wing tip tanks were usually removed
- ◆ the addition of a fairing under the rear fuselage housing a rear-oblique KA-51 camera
- ◆ M60 7.62 mm machine gun hatches in the sides of the fuselage
- ◆ a Norden bomb sight mounted in the nose

OP-2E, BuNo 131423, the subject of this article, seen here in flight. Credit: VO-67 Organization





A Manitoban's Hellcat



John Lumley, C#1000
IPMS Winnipeg, MB



offensive against the Japanese. It wasn't until 26 March '45, while on a raid on Miyako Airfield, that he downed his first enemy aircraft, a Mitsubishi G4M "Betty" bomber but was only awarded a 'probable kill'. On a subsequent raid on 6 April he scored his first kill, a Yokosuka D4Y "Judy" bomber. Six days later, on 12 April, he shot down a Mitsubishi A6M "Zero" and was also credited with a probable Kawasaki Ki-61 "Tony". The following day he shot down another "Betty" and then on the 15th he shared the downing of a Nakajima C6N "Myrt" reconnaissance aircraft."

When one thinks of Canadian aces, the likes of Billy Bishop, Buzz Beurling, Buck McNair, Stocky Edwards invariably spring to mind. If you narrow the list down to Manitobans, Dauphin's William Barker will likely top your limited list. But there are others, including a Bill Atkinson from Minnedosa.

"At the end of June 1945, while the Indomitable was undergoing refit, 1844 Sqn was relocated to HMS Formidable. There, Atkinson was in the company of other Canadians including Lieutenant (Lt.) Robert Hampton (Hammy) Grey, Lt. G.A. Anderson, Lt. Charles Edgar Butterworth and Lt. J.F. Ross. On the night of 25 July, Atkinson achieved the rare distinction of shooting down three Aichi B7A "Grace" torpedo planes, making him the second Canadian "Naval Ace" of the Pacific war. His wingman, Lt. Mackie, also claimed a Grace that same evening."

Atkinson

So who was this Bill Atkinson? The following are excerpts from the website "Aces of World War 2" (acesofww2.com/can/aces/atkinson/):

"William Henry Isaac Atkinson was born 22 April, 1923 in Minnedosa. Four months before his 20th birthday, he joined the Royal Canadian Navy Volunteer Reserve at HMCS Chippawa in Winnipeg and was immediately sent to the UK where he did his basic pilot training with the Royal Navy. He returned to Canada to continue training and eventually attained his wings early '44."

"In December '44 Atkinson was posted to 1844 Squadron (Sqn) aboard HMS Indomitable where he flew the Grumman Hellcat as part of the Royal Navy's



It is worth mentioning that Atkinson was a friend of Lt. Hammy Grey and was there to help Grey strap into his Corsair prior to his fateful raid at Onagawa Bay. On that raid, Grey was killed while sinking the destroyer Amakusa and was posthumously awarded the Victoria Cross.