

RT Random Thoughts

By Modellers,
For Modellers



Wayne Beattie's 1:48 442 Sqn RCAF Mustang Mk. IV

Also in this issue

1:32 CF-5A Conversion • 1:72 M274 "Civimule" • 1:35 TERMINATOR • "Gus" Ardeline's Spitfire VIII • WWII RCAF - **Red** or **Green** Leaf?

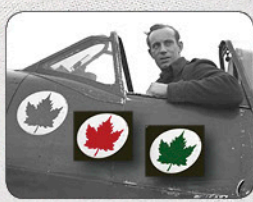


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Cover Comment: Wayne Beattie used an IPMS Canada decal sheet and the Airfix P-51D kit to produce a very nice 1:48 replica of an RCAF 442 Sqn Mustang Mk. IV. The build article starts on page 16.

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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!

1:35 Leopard C2, CF-5 Aggressor Camo, 1:35 Cdn Army M4A2E8 Sherman, 1:48 SEAC P-47D, 1:144 Electra, 1:72 Vampire FB.3, 1:32 captured D.V Albatros, 1:48 post-war RCAF Ventura, 1:72 TA-4F Skyhawk,

CF-5A Freedom Fighter Conversion

1:32



Colin Kunkel
IPMS Canada #3209
Saskatoon, Sask.



SMAS
SCALE MODELLERS
ASSOCIATION OF SASKATOON

History

Built under license by Canadair Ltd., of Montreal, QC, the CF-5 Freedom Fighter (official CAF designation CF-116) served Canada from 1968-2005 in a variety of roles. These included tactical fighter, tactical reconnaissance, adversary training aircraft, and most notably, as a lead-in fighter training aircraft. Pilots who would fly the CF-5, CF-101, CF-104 and CF-18 at operational squadrons, all completed a 6 month Basic Fighter Pilot Course (BFPC) on the CF-5..

The CF-5 saw a few changes from the original F-5A model from which it was derived and built by Northrop in the USA. These changes included:

- ◇ a two-position nose gear extension, which raised the nose for takeoff, resulting in a shorter takeoff roll, after concerns were raised about the jet's long takeoff run
- ◇ Orenda-built CAN J85-15 engines were installed (this is the same engine used by the Canadair Tutor, but augmented with an afterburner)
- ◇ aerial refuelling capability
- ◇ an interchangeable nose, allowing for a film camera reconnaissance nose to be installed.

Only two squadrons would operate the CF-5 initially; the French language 433 "Porc-Épic" ("Porcupine") *Escadrille tactique de combat* (Tactical Fighter Squadron) formed at Base des Forces canadiennes (BFC) Bagotville, PQ, in August 1968, and 434 "Bluenose" Operational Training Squadron (Sqn) formed at Canadian Forces Base (CFB) Cold Lake, AB, in February 1968.

No. 434 Sqn was to provide lead-in fighter training but did not fulfill that role, instead being designated as a rapid reaction squadron, intended to deploy to support NATO forces in Europe, should hostilities break out against the Warsaw Pact. Later, in September of 1970, 434 was redesignated as 434 Tactical Fighter Operational Training Squadron, before dropping its training duties and becoming 434 Tactical Fighter Squadron in December of 1978. After that, in July 1982, 434 Sqn moved to Bagotville and joined 433 Sqn before moving on to their final home as a CF-5 unit at CFB Chatham, NB in 1985. 433 Squadron would transition to the CF-18 in 1984, while 434 Squadron was redesignated as a Composite Squadron in July of 1992, and transitioned to the CC-144 Challenger and CT-133 Silver Star.

On November 9, 1970, 1 Canadian Forces Flying Training School (CFFTS) transitioned to the CF-5, having previously flown the CT-133 Silver Star in the advanced pilot training role, before moving to CFB Cold Lake in July 1971. No. 1 CFFTS became 419 "Moose" Tactical Fighter Training Squadron, standing up again in Cold Lake September of 1977, then disbanding in June of 1995. After the retirement of the CF-5, Fighter Lead-In Training was done on the CT-114 Tutor, before 419 Squadron was reactivated in July of 2000, flying the CT-155 Hawk.

The Base Kit

As of this writing, there is no F-5A/CF-5 kit available in 1:32 scale. Hasegawa did release a 1:32 F-5E Tiger II, kit S22/08022, but there are many differences in the shape of the rear fuselage and wings when compared to the F-5A. Eventually, Belcher Bits (belcherbits.com) would release a resin conversion set, which included the rear fuselage, F-5A engine air inlets, bottom fuselage speedbrake panels, wingtip external fuel tanks, centreline external fuel tank

Building an M274 "Civi-mule"



1:72

1 5/8" (± 41 mm)

Al Magnus
C#4579
Regina, Saskatchewan



Background

When S-Model burst onto the small scale armour scene close to a decade ago, they caused quite a stir. Their subjects were interesting and well moulded. At the time they announced a future release for the M274 Mechanical Mule. As the years passed it failed to appear. Finally, after a long wait, it was released a couple of years ago and I bought one immediately. Unfortunately, it proved to be one of their poorer efforts.

The Kit

Inspection of the contents revealed a few points of concern.

First was a set of ejector pin marks on the underside of the bed, marring the nicely detailed boards, but the wheels were the biggest disappointment. For some reason there

was no tread on the tire's backside, something that came as a complete surprise. Also of concern was the included photo-etched brass. It provided parts for the driver controls, a railing that runs around the perimeter of the flatbed, and the protective guard for the underslung engine and transmission. The railing was most worrisome. Not only was it flat looking, but its excessive length and thinness just screamed trouble. Even though I've worked with my fair share of photo-etched brass, I could only see problems trying to remove it from its fret without producing a crease, and even less chance of attaching it without causing serious damage.

The Plan...

Not relishing the idea of using the kit's etched railing I scoured Google for examples of Mules minus railings. Apparently the military wasn't keen on removing the rails but I did find many ex-military Mules in civilian employ, sometimes with radical changes made by their new owners. This revelation finalized my decision to build a "civi-mule" by cherry-picking various civilian modifications to make my model substantially different from what you see in the military. Was this a cop-out on my part? Possibly. But isn't the whole idea behind modelling is to have fun, right?

The Airfix kit becomes an (almost) OOB



442 Sqn RCAF Mustang Mk. IV

1:48

Wayne Beattie
C#3174
Moncton, New Brunswick

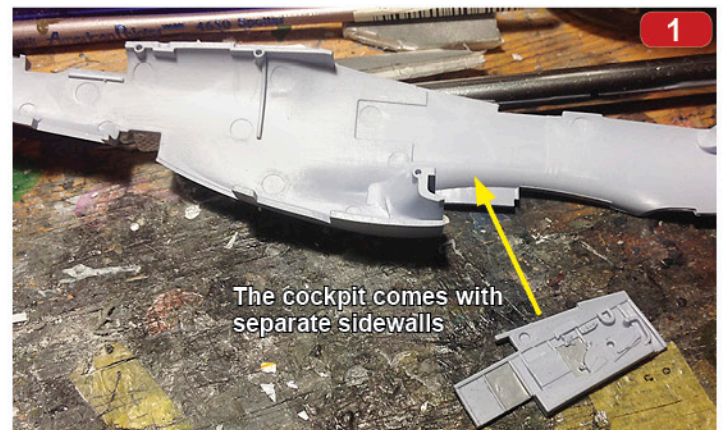


I decided that this was going to be a quick build. I only had a short time to build as I wanted to take it to the IPMS Ottawa CAPCON contest in September of 2019. I bought the kit in July of the same year, so out-of-the-box was the best way to build. I didn't like the seat that came in the kit, it is very plain, so that is why I went with the Ultracast seat as I had it in my stash.

The Build begins - the cockpit

As usual, the cockpit was the first thing to be tackled. The sidewall panels in the kit come as separate pieces; I assume for Airfix to be able to make different versions with

I bought the 2017 release of the Airfix 1:48 scale Mustang Mk IV / P-51K in 2019 with the intent of building a wartime RCAF Mustang. I picked the natural metal aircraft flown by RCAF Squadron Leader Mitchell "Johnny" Johnston. I had heard some good things about the kit so I thought I would see what the difference would be between this and the older Tamiya kit that I have built several times in the past.



Let's build a

MENG



1:35

TERMINATOR

Barry Maddin
C#6000
Truro NS



I'll be back!!!

Sorry, it's not that Terminator but a Russian BMPT (*Boyevaya Mashina Podderzhki Tankov*, or Fire Support Combat Vehicle). Originally conceived in 1984 and based on the T-72 tank chassis, three prototypes were developed in 1987 but with the ongoing development of a new Soviet main battle tank chassis, the T-90A, the plan was put on hold. In 1991 the plan was to base the BMPT on the T-90A, but with the collapse of the Soviet Union the funding ceased. In 1994 during the Chechen War the Russian units did not fare well in the street battles and in 1996 the BMPT project was restarted.

The BMPT chassis was again based on the T-72 tank frame

and it was presented at the Russian Arms Expo in 2002. It was armed with two turret-mounted 30 mm 2A42 Automatic Guns and the Ataka Guided Weapons System with four 9M120 Ataka Missile Launchers. Additionally, mounted on the fenders of the front hull there were AG-17D automatic grenade launchers. With a crew of five it weighed in at 48 tons; it was powered by a V92S2 diesel engine and had a top speed of 60 km/h and a range of 550 km. Because of its weapons and appearance it was named the "Terminator."

The Kit

This is part of the Meng 'Tyrannosaurus' series, kit # TS-010 (Fig. 1) and represents the first full-production Terminator. The kit is impressive with 1520 parts – 579 in black styrene, 471 in dark green styrene, 429 in black vinyl, 15 clear, 25 photo-etch, two metallic mirror stickers and one piece of string. Although it should be noted that 980 of the kit parts are just to build the tracks.



The RCAF in WW II - Red Leaf or a Green Leaf?

Steve Sauvé
C#0323
Ottawa, ON



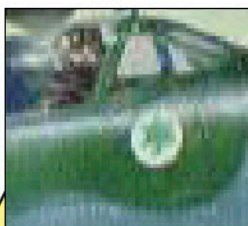
What colour? Spitfire Vb, 402 Sqn, 15 December, 1942, with the well-known Canada/RCAF leaf identifier. Sqn Ldr D.G. 'Bud' Malloy. DND Canada photo PL-15047

A long time ago, Joe MacDonald's 2009 Spitfire article in **RT 31/3** got me to thinking about an old urban legend. This is the one concerning the WW II RCAF's best-known overseas national identification marking. Central to the theme is that the marking carried a maple leaf on a light-coloured circular disc, per the header photo.

In his article Joe wrote: *"There is still some dispute as to whether these maple leaves were red or green. They probably could have been either, and it may not be possible to know for sure."*

My take on the story...

I'd be willing to bet money, or at least a beverage, that there is no hard evidence of a green-leafed roundel ever existing on a WW II RCAF aircraft. In this writer's opinion, it was undoubtedly a RED maple leaf. In the following discussion I'll try to explain why that is most likely to be the case. Some of what you'll see here is circumstantial, but I think it builds up the case a lot more than the other side which says, *"well, it looks like green in the black and white photos...."*



This may be what influenced the belief that the 'Canadian' leaf was green. Airfix in the late-1950's/early-1960's was probably working off of greyscale photos and may have just assumed that it wasn't red. Who knows for sure?

As far back as I can remember in this hobby, there has been controversy over this "green maple leaf" thing. I really think the story got traction from the early Airfix "poly bag" kit of the Spitfire Mk. IX with the "JE-J" markings (**Fig. 1**). Airfix produced a green maple leaf for the decals, and I think that's where this all started to become engrained in the collective memory. However, the historical facts don't support what Airfix went with for this kit; more on this a bit later. So for now let's take a look at what was happening in the real world of the RCAF during WW II.

Exhibit 1: Birth of the RCAF ensign, July, 1940

In 1921, the newly-formed Canadian Air Force (i.e., before the RCAF was "born" on 1 April, 1924) wanted to have a maple leaf in place of the red centre on the RAF ensign that was initially adopted for their use.* This took a while to come to fruition; the RCAF version of the RAF ensign was approved by King George VI in June, 1940 (**Fig. 2**). The new ensign carried a red maple leaf roundel in place of the RAF roundel. It was similar to the post-war RCAF roundel in design and proportion.

* - see fraser.cc/FlagsCan/Nation/NatDefence.html



The RCAF ensign was finalized by the College of Arms in June, 1940, approved by King George VI and given Royal Assent on 5 July, 1940. DND Canada photo UB-207.



**Alternate ideas about
F/O P. "Gus" Ardeline's
Spitfire Mk. VIII,
152 Sqn, RAF, SEAC, 1944-45**



Steve Sauvé
C#0323
Ottawa, ON



During the time I was preparing the article seen on page 29, on RCAF personnel using a red leaf vs. a green leaf as a national identifier, I got roped into a Spitfire challenge build with a few of the lads. Yes, beer and other mind-control techniques were used to talk me into it. I decided that I was going to do up a straightforward build of an old Hasegawa 1:48 Spitfire Mk. VIII, plus some aftermarket resin parts. In June 2019 I completed a model of the aircraft that was flown by RCAF Flying Officer (F/O) Paul "Gus" Ardeline, DFC, while he served with RAF 152 Sqn in India and Burma from 20 January 1944 to 25 April 1945. Gus Ardeline's uniquely-marked aircraft, the only photo of which is seen on this page, is thought to be serial number JF835 and coded UM-T.

The reference photo at right clearly shows that a maple leaf got applied to the South East Asia Command (SEAC) blue/light blue fuselage roundel. The reason for this being done in this way is not known, so the underlying motivation for who did it, how it was done, why it was done, and even exactly when this happened is probably lost to history.



This is the only evidence that an SEAC 152 Sqn Spitfire became adorned with a maple leaf on its fuselage roundel. The aircraft was known to be flown by F/O 'Gus' Ardeline, but in this photo the pilot was W/O John Vickers. It is believed to be JF835, UM-T. Around this inspiration a decal sheet and numerous models have emerged...

I decided to dig into this to confirm various details. One thing that started to gnaw at me was the colour of the leaf on the roundel and how it got there in the first place.

BarracudaCals BC48008 Spitfire Mk. VIII

For my model I used Roy Sutherland's gorgeous BarracudaCals decals for Gus Ardeline's aircraft. They are beautifully printed and go onto the model with no