

RT

Random Thoughts

By Modellers,
For Modellers



Mark Minnis' 1:35 M4A2E8 Sherman



Also in this issue:

**1:32 CF-18 Hornet, OP ECHO, 1999 • CF-18 Balkan Rats photos
- 1999 • Queen Elizabeth II in ATS Uniform • 1:72 P-51H in
USAF service • The M4A2 76mm(W) HVSS in Canadian service
• M4A2 76 mm (W) HVSS Photo Gallery**



Volume 44 • Number 3 • Fall 2022
ipmscanada.com

Table of Contents



Editorial

Steve Sauvé 3

A 1:32 Balkan Rats CF-18 Hornet, OPERATION ECHO, Italy, 1999
John Lumley, IPMS Winnipeg 4

OP ECHO CF-18 Balkan Rats photos
Patrick Martin collection 12

1:14 Queen Elizabeth II in ATS Uniform
Brian Latour IPMS Ottawa 14

Cover Comment: Mark Minnis took the best parts from several Sherman kits and aftermarket products to produce a very fine model of one of Canada's postwar M4A2 tanks. See page 27 for the build article.

A 1:72 postwar P-51H in USAF service
Frank Cuden, Albert Lea, MN 21

A 1:35 M4A2 76 mm (Wet) HVSS
Mark Minnis, St. Andrews, PEI 27

A Short History of the M4A2 76mm(W) HVSS in Canadian service
Anthony Sowards, IPMS Edmonton 33

M4A2 76 mm (W) HVSS Photo Gallery
Anthony Sowards, IPMS Edmonton 36

Cartoons

Dave Fletcher 3

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, 1:48 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, 1:48 RCN Sea Fury,

A Balkan Rats CF-18 Hornet

ACADEMY
HOBBY MODEL KITS



OPERATION ECHO, Italy, 1999 **1:32**

By John Lumley, C#1000
IPMS Winnipeg, MB



A Brief History Lesson

It was 1998. Things weren't going well in the former Yugoslavia. The forces of the Federal Republic of Yugoslavia had been trying to suppress Albanian dissidents for some time. The result? The newly formed Kosovo Liberation Army initiated a guerrilla campaign against those Yugoslav forces. As a result of global concern over the escalating violence, the United Nations passed a resolution

demanding a cessation of hostilities. Nothing changed. The UN passed another resolution in September demanding once again that hostilities end which was followed by the North Atlantic Council activating Operation Determined Force in October. In the face of global pressure, Yugoslav President Milosevic agreed to a cease fire. Despite that, violence escalated between the two forces. Further negotiations failed which caused NATO to end Operation Determined Force and initiate in March 1999 Operation Allied Force, an air campaign against military targets, from 24 March through 10 June, 1999. Canada's contribution was called Operation Echo and consisted initially of a six CF-18 aircraft strike force based out of Aviano, Italy.

This contingent grew to 18 aircraft, all of which flew some 684 sorties and dropped almost 500,000 pounds of conventional and GBU-10 and -12 'smart' bombs. Those aircraft were 'The Balkan Rats'. (Photo a)

188794 carrying AIM-9 Sidewinders on the wingtips and a GBU-10 LGB on the outer wing pylon. The tail and fin of an AIM-7 Sparrow is just visible below the extended wing flap.



DND Canada photo CKD99-2085.09
by Corporal Danielle Bernier

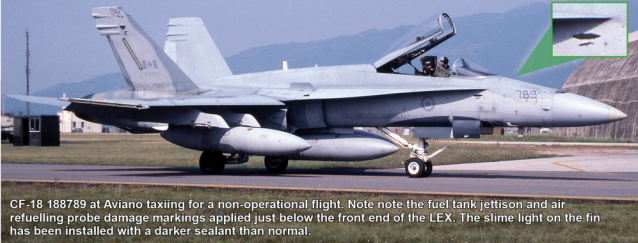
The Model

As those who have read my previous articles (RT 41-3 and 42-2) may recall, my interest has long been primarily large scale models and, being a pilot in the Canadian Forces and modeller, it was only natural that I built a

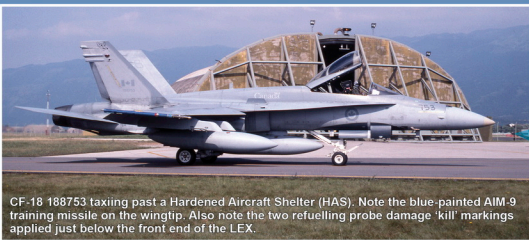
OP ECHO, ROTO 3

A selection of 1999 Balkan Rats photos

The photos on these pages were kindly provided by Patrick Martin, who shot them at Aviano on 6 July, 1999. Pat publishes books on Canadian military and other aviation topics, which can be seen at: canmilair.square.site/s/shop. He had a previous Balkan Rats article in *RT* 26/4, including the individual aircraft histories during the operation. Pat also gives a comprehensive writeup of the CF-18's Balkan operations at: britmodeller.com/forums/index.php?topic/235008389-cf-18a-balkan-rats/



CF-18 188789 at Aviano taxiing for a non-operational flight. Note the fuel tank jettison and air refuelling probe damage markings applied just below the front end of the LEX. The slime light on the fin has been installed with a darker sealant than normal.



CF-18 188753 taxiing past a Hardened Aircraft Shelter (HAS). Note the blue-painted AIM-9 training missile on the wingtip. Also note the two refuelling probe damage 'kill' markings applied just below the front end of the LEX.



CF-18 188733 taxiing with no stores mounted, save for three 330-gal. fuel tanks. Note the air refuelling probe door has been repaired or replaced and is still painted in metallic green primer.



GBU-10 stencil, approx. 20 cm or 9" high. Patrick Martin collection



A Blitz Build Bust: Queen Elizabeth II in ATS Uniform

Brian Latour
C#3806
Ottawa ON



Over the May 2020 long weekend, IPMS Ottawa hosted a blitz build – a challenge to build a model from start to finish in one weekend. It was a resounding success, attracting over 30 participants not just from Ottawa, but also from Halifax, Toronto, Calgary, and even our sister club in Australia. It was also a great way for the club to stay connected in the face of the COVID-19 pandemic when we were unable to hold our regularly scheduled monthly meetings. For this challenge, I dug into my stash and found a 1:14 scale resin bust of the future Queen Elizabeth II in her Auxiliary Territorial Service (ATS) uniform from 9th Gate Miniatures.

The 9th Gate Miniatures Kit

At 1:14 scale, this bust is a little on the small side – most busts that I work with tend to be around 1:10 or 1:12. It comes in two pieces, the body and the head, though they include two options for the head, either with or without the hat. The cast on mine was very clean, with almost no mould lines to speak of, and little prep work outside of snipping off the remains of a couple resin gates strategically placed on the bottom of the bust and sanding that area smooth. If you look very closely on some sections of the hair, you can see some striations that indicate that the master was digitally sculpted and 3D printed. There is no need to worry, though, as these striations are so fine that they disappear with a coat of paint. Overall, I was impressed with the quality of this model. **Figs. 1 to 3**



one-dollar coin for
scale reference

1:14

Assembly

With the parts being digitally sculpted and cast to such a high quality, assembly is just a matter of checking for mould lines, picking your choice of head, and gluing it on top of the body. The keying at the neck joint is deep and precise, and the joint is strategically placed so that the seam is well-hidden by the collar, and the builder could easily paint the body and head separately.

For this build, I chose to go sans hat, as I felt the hair would be fun to paint and contribute to the likeness. I attached the head to a paper clip and the body to a brass rod so I could mount the parts on the pill bottles I use as handles, and for a plinth, I dug up



One "H" of a Mustang...



a postwar

P-51H in USAF service

1:72

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



Introduction

The P-51 Mustang series underwent a number of improvements during the war years and beyond, from the early A-36 to the B, C and the D, with the H-model being the epitome of the design. While it's a toss-up for me, I favour the 'B' and 'D' models of the aircraft the most.

With the Mustang's further development, the 'H' took on a look of its own with the slightly deeper and longer fuselage, taller vertical tail and re-shaped and narrowed landing gear leg doors. With its improvements, it could out-climb a P-51D and it saw post-war service with the United States Air Force and Air National Guard units.

The kit

After building many of the former models, I decided to have a go at the 'H' as a comparison study. Space limitations in my showcases caused me to opt for the 1:72 scale P-51H from RS Models kit, #92148. It actually took TWO kits to come up with one model and I'll explain why. To get ahead of myself a bit, if you look carefully at **Fig. 7**, you will notice that the left fuselage half is darker than the right half, and that is the result of my having spilled most of a bottle of paint on the original lighter-coloured left kit fuselage half. As a result of the spill, its delicate engraved panel lines

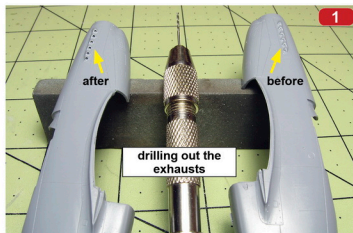
were ruined. I had originally bought the kit with Air National Guard markings, but the second time around I ordered the kit that contained U.S. Air Force markings, kit #92219. I subsequently used the decal sheet from that kit plus the left fuselage half when I found a scheme I liked better than my first choice.

The subject

The aircraft I modelled served with the 62nd Fighter Squadron, 56th Fighter Group, of the Alaska Air Command in 1948. For some reason, that kit's plastic colour was darker than the ANG version.

The build starts

With the original kit in hand at that time, "pre-accident," I began work by drilling out the exhaust stacks, **Fig. 1**. The slight indentations, as shown on the left fuselage half, allowed for easy drilling to deepen the individual stacks.



Canada's postwar Shermans:

1:35



M4A2 76 MM (WET) HVSS



Mark Minnis
C#3531
St. Andrews, PEI



Background

Having served in Canada's armed forces, I have seen many an M4A2 placed into dignified retirement service as gate guardians. As well, I had the pleasure as a young infantryman of shooting at a few of them as less-dignified 'hard targets' at military firing ranges, which I'm sure is much to the dismay of military vehicle enthusiasts today.

Inspiration for the build

For many years I wanted to build a model of an M4A2, but held off due to a lack of markings. **RT** Vol. 40, No. 4 got me thinking about it again when IPMS Canada provided an excellent set of decals and details to produce a distinct postwar Canadian Sherman paint scheme. In the spring of 2020, while holed-up during the COVID-19 pandemic I bit the bullet and purchased the Asuka M4A3E8 "Easy Eight" model kit and the needed Tiger Model Design (TMD) M4A2 conversion set for the Asuka kit and. Upon receiving them I looked it all over and added it to the stash while I was working on another build. Once that build was complete, a friend of mine challenged me to build out the M4A2 and get building it.

Kits and Accessories Used:

- ◇ Asuka M4A3E8 "Easy Eight" JGDF 35-024
- ◇ Tiger Model Designs 35-7105 M4A2E8 Post-War, "Canadian" Conversion (ASU)
- ◇ Dragon M4A1 (76 mm)W Operation Cobra 6083 (Donor parts)
- ◇ Voyager Model Modern US Military Vehicle Hooks TE058
- ◇ Bronco W.W. II British Field Accessories Set AB3562
- ◇ Archer Fine Transfers Perfect Weld Bead Starter Set AR8005

Challenge Accepted! Pressing on...

Tiger Model Design M4A2E8 Post-War, "Canadian" Conversion (TAS/ASU)

Upon first review I was a little disappointed with the TMD kit, as it was missing some parts and some of the resin casting was quite bad. (Fig. 1) I spent a considerable amount of time trying to remove the serious warping in the main upper hull and the pieces that made up the lower hull. I was not entirely successful in this, and the basic hull construction did not go together well. I was unable to build the TMD hull



A Short History of the M4A2 76MM(W) HVSS

(AKA the M4A2E8)

in Canadian service

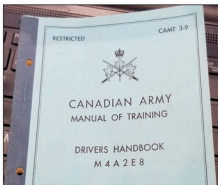
Anthony Sewards,
C#3808
Edmonton AB



A dramatic photo of CAR 78-728 cresting a hill. It is sporting T66 steel tracks. Note the taped-over opening in the gun mantlet and the lack of headlights. The significance of the 'PC' marking on the gun barrel is unknown. DND Canada photo PC-6549

Background and History

In 1946 the Royal Canadian Armoured Corps (RCAC) was re-equipped with 294 M4A2 76 mm (W) HVSS Sherman tanks, which were purchased from the United States at a cost of \$1,460 each. Official documents and technical manuals also refer to these vehicles being called M4A2E8 in Canadian Army service.



For the designation M4A2 76 mm (W) HVSS, the '(W)'

referred to the tank having 'wet' ammunition stowage, which greatly reduced the fire risk for the stowed 76 mm main gun rounds. The 'HVSS' refers to Horizontal Volute Spring Suspension; the earlier Sherman models in Canadian service - like the Ram and Grizzly - had Vertical Volute Spring Suspension. For a Sherman the designation 'E8' refers to a vehicle fitted with HVSS suspension.

The Canadian Army's 'new' Shermans were manufactured by the Fisher Tank Arsenal in Michigan, USA. They were built during the war and were originally intended to be supplied to the USSR as part of the Lend-Lease agreement, but were never shipped due to the cessation of hostilities in 1945. They came right from the storage depot, and once they arrived the standard Canadian Army vehicle communication system was added, which was the No. 19 set communication

M4A2 76 MM (W) HVSS

Photo Gallery

(from the Anthony Sowards collection unless noted)

Here's a selection of Canadian Army M4A2 Shermans for your viewing and model-planning pleasure. For ease of reading the captions below, the full designation of the vehicle has been shortened down to 'Sherman'

Sherman of Montréal's Royal Canadian Hussars in 1964 during a driver training exercise. These are "Militia Pool" tanks; kept and maintained in at major army bases across Canada, and only used them when units arrived at the support base to train with them. The machine guns in the hull and turret were not mounted unless the tank was going to the firing range, s with some training exercises, if the turret was not going to be used, the main gun was placed and locked in the gun crutch.



Militia pool Shermans on the way to the training area at Camp Gagetown. These vehicles have T80 style steel tracks. The large crosses added on to the hull front and turret sides mark these vehicles as "enemy force" for an exercise. The bow machine gun and main gun muzzle brake are both covered up and the gun is locked in the gun crutch.



Tank and infantry co-operation training during a field exercise. You can just see a rope has been strung from the hull to the turret for the soon-to-be-dismounted infantry to hold on to while the tank was on the move. This photo shows the T80 rubber-backed steel chevron type tracks and the HVSS in detail.



Shermans of the Fort Garry Horse militia conducting troop training in the 1964/65 timeframe. The tank troop is completing tactical troop vehicle movements in the field. Sherman Canadian Army Registration Number (CAR) 78-802 was part of the Manitoba area vehicle pool kept in Camp Shilo. The main guns' muzzle brakes are all covered to keep that summer prairie dust out. The small box on the side of the hull was a first aid box, and not all Shermans had them fitted to the hull.