

RT

Random Thoughts

By Modellers,
For Modellers

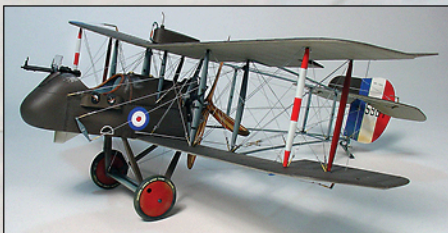


Alex Bernardo's 1:72 Vampire 3, 442 Sqn, RCAF



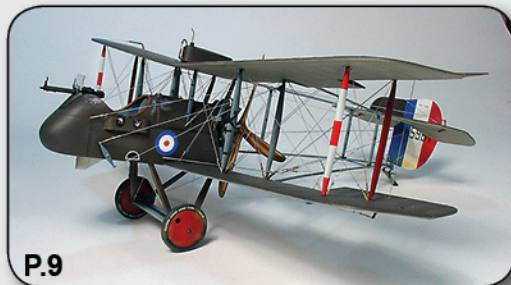
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Volume 44 • Number 4 • Winter 2022
ipmscanada.com

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Cover Comment: Way back before COVID was a thing, Alex Bernardo had this fine 1:72 Vampire Mk. III entered at the IPMS/USA 2019 National Convention in Chattanooga, TN. See page 4 for the build article.

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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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A Canadian Vampire 3, 442 'City of Vancouver' (Aux) Sqn, RCAF



Alex Bernardo
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Ashburn, VA



Introduction

At the time of construction the Heller 1:72 Vampire kit was the only kit available. After the project spent some time on the "Shelf of Doom", it was eventually completed, shortly after new kits were released by Special Hobby and Revell. I was happy that the project was completed and, as an added bonus, the Vampire won 1st place in its category, 1/72 Small Jet, at the IPMS National convention 2019 in Chattanooga, TN.

Project Background

I've always been a huge fan of early jets, especially when I first saw the twin-boom de Havilland Vampire. I'm normally drawn to colourful camouflaged aircraft. When attending IPMS/USA national convention years back, I found a decal sheet for a Canadian Vampire with a 'bat' nose art and thought it was the coolest thing ever. Further web surfing, I discovered a more-impressive decal sheet by Canuck Decals (now out of business) for 442 Squadron, decal sheet 026-72. Finding this decal sheet cemented the plan for this project and having a model with this nose art would be an attractive addition in my model case.

The Kit

The Heller 1:72 SNCASE SE.535 Mistral was re-issued in 1980 and for its age, the kit went together easily and the pieces aligned nicely. It would be a nicer kit if it was



moulded with recessed panel lines. The plastic itself was soft. There are different opinions on what is preferred, but in my case, Heller's soft plastic was good because it better allows for easier modifications and additions.

Assembly and Corrections made

The kit was pretty clean with very little flash on parts. Alignment pins worked nicely for the most part. The only standout for me was that the cannon shell ejection holes were not well defined. This required some online research to correct by first filling them in with super glue and scrap plastic pieces. I then re-drilled and scribed them to what I wanted.

The kit's raised panel lines were replaced with recessed panel lines.



The kit's shell ejection ports



The refined ejection ports

Building the

**WINGNUT
WINGS**


“Lanoe Hawker”

AMC de Havilland DH.2

Bob Steinbrunn
IPMS/USA 3345
Phelps WI, USA



INTRODUCTION

The Aircraft Manufacturing Company, abbreviated to Airco, produced this aeroplane that was designed by Geoffrey de Havilland and which first flew in 1915. Powered by a 100 horsepower Gnome Monosoupape (single valve) rotary engine, the aircraft achieved a top speed of 94 mph and had the appearance of a spider's web with all of its rigging. Due to the low power only a single .303" Lewis gun could be carried, and before the era of synchronizing gear the gun had to be mounted in front of the engine and propeller. A total of about 450 of these singular aircraft were manufactured, the process ending in late 1916.

THE WINGNUT WINGS KITSET

This was Wingnut Wings kit number 32606 and is the second iteration of their DH.2 with Major Lanoe Hawker's colours and markings. The first issue was 32028 (their 28th release) and featured decals for five different aircraft. This release includes a six-piece resin figure of Lanoe Hawker which is a nice adjunct to the kit. As is usual with WNW the instruction booklet of 18 pages is without peer and includes a full page of biographical material on Lanoe Hawker below two photographs of a superbly

painted figure which acts as the colour guide. This model required 104 hours spread over about a month and a half, has 397 pieces, and is my twelfth WNW build. This one was perhaps the most difficult due to the flimsy tail booms and structure lacking solid attachment points. It required a fair amount of time to attach the tailplane and fin/rudder assembly and end up having it level and square. I eventually succeeded with the help of alcohol and bad drugs. (grin) ☺ Another aspect of this aircraft is the vast amount of rigging which can be intimidating to some. Having been a wooden sailing ship modeler I rather enjoy rigging and like to watch each additional line bring the model to life. Perhaps just another defect in my personality. ☺ (another grin.)

THE REAL AIRCRAFT

....was draughty and cold and presented some difficulty for the pilot to mount it due to the plethora of rigging. It must have been great fun to sit in the nose of the nacelle at 14,000 feet during the winter with no engine in front providing some degree of warmth. Or not....

THIS ARTICLE

...is primarily a photo essay with captions which will (hopefully) allow the modeller to follow along and duplicate my efforts, or even surpass them. I hope you all find something of value within.



1:1



Einheitskanisteren, Jerricans and... "Amerriicans?"

Ed Storey
IPMS Canada C#2712
Ottawa ON



Jerricans and "Amerriicans" changed the way in which small quantities of fuel, water and other petroleum, oil and lubricants (referred to collectively as POL) were handled by the Allies during the Second World War. So, what is the history behind these ubiquitous three-handed cans that are still in use today?

In the beginning...

The story starts before the First World War and the early days of mechanical transport when rectangular pressed steel containers were being used by commercial companies for distributing small amounts of oil and petrol. These same one and two imperial gallon containers were adapted by the British and Commonwealth militaries which by the late-1930s eventually led to most vehicles being fitted with a mounting to hold one or more cans. Each can had a single diagonal carrying handle welded to the top with a brass screw cap mounted in the corner. The

cap was threaded which allowed for the attachment of a flexible spout, there was also a funnel that could be used when refueling vehicles.

Markings and container colours varied according to the contents



A Canadian General Steel Wares wartime-manufactured two-gallon petrol can with its original applied paint and white PETROL marking. CME Museum



Detail view showing the 'C Broad Arrow' ordnance mark, 1940 date of manufacture and PETRO SPIRIT, HIGHLY INFLAMMABLE which was stamped into the top of these early cans. After 1940, only the ordnance mark and date of manufacture was stamped onto the top of Canadian manufactured cans. W.E. Storey Collection

Electra

MINICRAFT
MODEL KITS



1:144

Goddess of the Storm Clouds

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



Introduction

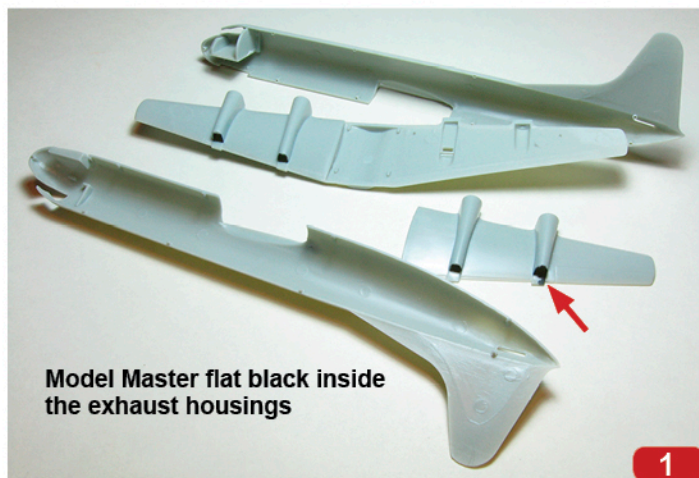
For me, one of the convenient things about a 1:144 scale airliner build is that there are no cockpits to assemble, nor is detail needed in the wheel wells. Obtaining Minicraft's 1:144 scale Lockheed L-188 Electra kit #14444, from a friend was my first acquisition and then ordering the Braniff Electra aftermarket sheet from Vintage Flyer Decals #VDF144-020, as the second acquisition, resulted in me having the basics in place to begin a nostalgic build project. "Goddess of the Storm Clouds" seemed to be an apt title because of the fact that Greek Mythology has it that "Electra" was so defined.

Motivation

Thinking back on my airline travels, I remembered once flying on an Electra that sported the same Braniff scheme I had chosen for my build. My memory of that flight was of the constant pulsating drone as the turboprop engines pulled us along in that night sky. Searching for Electra photos on the Internet, there were many to view and two Braniff L-188 images were downloaded to act as references for the build.

The building begins...

I began by first gluing the nose wheel well to the left fuselage half, **Fig. 1**. Next up was the combined cockpit floor/instrument panel that was glued to the rear bulkhead and then to the right fuselage half. The cockpit structure could have been ignored because it would not be seen once the fuselage halves were buttoned up. Unlike some other kits, the Minicraft parts went together without any trimming being necessary, although putty was needed over the wing, tail, and fuselage seams. Three-piece wing sections matched up well which made for an easy assembly. The holes for the exhaust pipes needed to be thinned a bit as were the exhaust pipes themselves to get them to fit properly into the wing trailing edge recesses. I used Testors Model Master Flat Black to paint the insides of the exhausts, later gluing the pipes in place.



1



VOSPER PERKASA

Patrol Boat



Barry Maddin
C#6000
Truro NS



BACKGROUND

As a manufacturer of high-speed boats, the British Shipbuilding Company Vosper continued to produce torpedo boats even after WW II. Among these was the Fast Patrol Boat Perkasa, which was delivered to the Royal Malaysian Navy (RMN) in 1967. With a crew of twenty-four personnel it was armed with four 53.3 cm torpedoes on side mounted launching racks, a 40 mm Bofors gun in the bow, and a twin 20 mm Oerlikon cannon at the stern. It was powered by three, 4,250 hp Rolls Royce Proteus gas turbines and had a maximum speed of 54 knots. In addition to the gas turbines, there were two General Motors diesel engines which were used for normal cruising and maneuvering. In 1971 the torpedoes were replaced by eight SS-11 missiles and with additional fuel tanks to increase its operational range. The Fast Patrol Boat Perkasa was used mostly for coastal patrol duties and training until eventually replaced by newer missile boats in 1977.

THE KIT

The kit is the Vosper Fast Patrol Boat Perkasa in 1:72 scale, # 7201 by Tamiya (Fig. 1). The kit is designed to be motorized with everything included, just add batteries or it can be built as a static display model. The plastic parts are pre-coloured in gold, red, grey, black and green so you could build the Perkasa without painting it, if so desired. The instructions come as a sixteen-page booklet with a detailed history of the Perkasa. As with early Tamiya instructions there are detailed written directions with excellent line drawings augmented with pictures of the actual components. The instructions are laid out so that you build all the components and then mount everything on the deck simplifying the painting process. The parts are well moulded with some fine mould lines that are easy to take care of and the parts fit are excellent.

THE BUILD

The build starts with the deck guns and constructed as per the instructions the deck guns will swivel and elevate. The only changes I made was to add a photo etch sight ring to the 20 mm cannon and drilled out the twin barrels of the 20 mm cannon with a #76 (.020") bit and the 40 mm Bofors barrel with a # 71

