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Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

Getting back to normal club meetings

Those of you who are fortunate enough to be in a local model club have hopefully resumed in-person meetings again. We did that at IPMS Ottawa in October and it was nice to get back into a normal routine, along with heading out afterwards for the traditional 'Poststrike' to partake in a couple of hop-flavoured beverages and burnt offerings at a local pub. During the meeting some folks were wearing masks, most of us not, and everybody seemed cool with everyone else's personal choices. However, because some had gotten way too used to the Zoom environment over the past couple of years, I would hope that for future meetings that more club members would show up wearing pants...

RT subjects - not just the latest and greatest

I'm always on the lookout for new articles, so here's an idea for your consideration. I can't be the only one who has a stash of great old kits that are still quite worth polishing up into a nice model, am I right? So if you're looking for ideas to contribute to **RT** or **BT**, consider writing up the builds of some of your older kits. Sure, articles on the Kinetic 1:48 CF-18 or a Rye Field Leopard 2A6 would be nice to see, but I'd also really love to see folks working up older kits, maybe even ancient kits by today's standards, and applying their skills and aftermarket items that can be used to bring them up to snuff. If you have an idea you can reach out to the editorial email address and we can kick it around to see if it's viable. The national website also has a link to help you get pointed in the right direction.

Before I move on you may have noticed that this issue comes to you courtesy of two Canadian and one of our American members, and two are from American non-members. To me this emphasizes the 'I' in IPMS and I'm grateful that these folks, especially our American friends have helped to bring you another fine issue.

Online haters need some new material...

What is it about IPMS that makes some people really want to dump on the organization? On modelling forums and social media it's too easy to find the angry clichés of 'rivet counter' and 'IPMS police', or variations of these tired old phrases being applied by some anti-IPMS folks in what strives to be an insulting punchline. A while back I saw both phrases used in a post about the open-canopy angles of the F-4 Phantom - I should point out that this was posted on a group that was specifically about modelling F-4 Phantoms. To me and others who read it the post was an interesting factoid that was well-presented and was not targeting somebody's build. Yet the keyboard clown troupe still piled out of their circus car and started dumping on the original poster, denouncing him and his observations as ruining their joy of the hobby. Others chimed in to support the original poster (myself included) and further discuss his research, but some folks just had to make sure that the world knew that this kind of discussion offended them and their modelling. They added no discussion of the topic, just calling out that reading this post made them... unhappy, I suppose, and they needed to share their pain with the Phantom-modelling world. Denouncing the interested persons as extremists or 'IPMS-something' seems to bring some kind of self-righteous satisfaction. Try as I might, it's sometimes difficult to just skip past and dismiss this toxic energy and focus on the positive discussion that folks want to have. I really have to learn to use that mouse scroll-down wheel faster...

Going into 2023

At this point we're looking at a couple of free decal sheets for next year and maybe changing **RT** a bit more to improve its value to the members. Along with the old guard who are contributing ongoing articles I'm hoping that more new authors will step up to share their projects in the pages of **RT** or **BT** so please reach out and let's talk about it.

A Canadian Vampire 3

442 'City of Vancouver' (Aux) Sqn, RCAF

Alex Bernardo
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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.

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.

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. I used the existing raised panel lines as a guide for scribing. For the rest I used Dymo tape cut into thin strips for use as scribing guides.

I started with my Micro Razor saw, on the fine-teeth side, first going with the teeth grain to start the scribing process. Then I gently draw the saw back and forth until the fine teeth have created a good depth into the plastic. Then I flip the saw over to the coarse teeth and repeat. I would start with finer teeth side to establish the line and then switching over to the coarser teeth expedites the process of creating recessed line.

I then followed up with "UMM-USA SCR-01 Universal Scribing Tool" to widen the sawn-in panel lines into a "V" groove.

Once the scribing was completed I sanded off the kit's raised panel lines and buffed them to the desired level of smoothness. I also use an old toothbrush and some used #11 Xacto blades for groove cleanup, or I may even go back to the razor saw as well in some instances.

Anyway, that's what I do for scribing the panel lines. I'm sure there are other, more efficient methods, but this one works for me.

Pictures of the Vampire that I was building shows what I call spoked hubs for main wheels and the kit only included the plane circular disc hub cap type. So they were replaced with best-matched wheels from an Airfix Spitfire PR.XIX kit.

So, although the wings were already glued together, it was at this point that I decided to drop the flaps and open the speed brakes.

I used my Dremel tool to excavate the wing flap and speed brake bays. The kit's lower wing flap and speed brake parts were sacrificed in the process, as I had already decided to scratch-build replacements.

I used an X-acto knife and sandpaper to open up and clean out the bay areas. I coated the speed brake bays with Perfect Plastic Putty (deluxematerials.co.uk/products/perfect-plastic-putty) and primer, and sanded again until smooth.

Flap details were made up with electronic wire and styrene strips.

Flaps were made from styrene sheet. I used my 'Rosie the Riveter' tool to add detail to them.

I made a "heat-n-smash" replacement canopy using the kit's original windscreen and canopy styrene parts as my "smash masters."

The flap actuators were made from narrow styrene strips glued together at an angle, which were attached to the inner flaps. Flap hydraulics were made from Albion aluminum tube and piano wire, which were attached to the outer flaps.

The cockpit includes scratch-built details which were created using various pieces and strips of styrene and electronic wire for the instrument bezels.

The gunsight was made up from more tiny pieces of styrene and electronic wire. I made the rear deck radio equipment from spare pieces of styrene 'doodads' and painted electronic wire.

I created the wingtip navigation lights from scrap pieces of clear styrene. To represent the coloured light bulbs inside the clear lens I back-drilled shallow holes and filled them in with clear green and red Tamiya acrylic paint.

The model was painted with:

Tamiya acrylic flat white - White paint was used as base colour for nose art and wing tips before spraying red paint.

I used **Hawkeye Acrylic Aluminum** paint for the silver finish. I really liked this paint. It was easy to use. I was able to shoot it straight from the bottle and I found it was very forgiving. Mistakes are easily fixed by buffing with your favourite 4000 to 6000 grit buffing cloth/pad and then reshoot and the paint matches perfectly. The really nice feature about this paint is that you can apply decals straight on to the surface without a gloss coat. The paint dries to a very smooth finish. Unfortunately, like many products, it's no longer available.

PollyScale acrylic flat black - Used as base colour of entire model, as primer coat for applying "Hawkeye acrylic aluminum" paint. Also, used on Vampire "mouth" nose art.

Testors grey enamel - This is one of those little bottles labeled "Fl.Gray" item 1163-RM1103100T_0611. This was used in the cockpit area.

Alclad "Aqua Gloss" clear coat used to seal in decals and nose art. Extra coats used to smooth out tiny transition of nose art paint to silver surface. Also slight buffing with 8000 and higher buffing cloth.

Tamiya acrylic Smoke - 10% thinned with Tamiya thinner to highlight panel lines and details in flap and landing gear bays.

Decals: Canuck Decal sheet 026-72, Decals went on like a dream. However, with that said, with the compound curves around the nose area, I decided to paint the 442 Sqn vampire face and mouth artwork, since I was worried about wrinkles occurring around gun ports that I might not be able to smooth out.

I masked the mouth outline and sprayed Tamiya acrylic black paint. I then masked the lips and fangs and sprayed Tamiya acrylic white paint.

No weathering was done. I just added Tamiya acrylic Smoke thinned with Tamiya thinner to highlight panel lines. I applied with a small brush and then covered it with a final coat of clear gloss to seal the decals and nose art.

I attached the wheels to the landing gear with a tiny bit of super glue. I test-fitted the landing gear to the attachment points to make sure they still fit after spraying the silver and clear gloss coats. Next, I attached the landing gear, again with super glue. Next was to test-fit flaps and hydraulics. These were attached with almost-dry white glue to give me time to adjust and then I did a final glue with super glue.

We all have grand plans for models and overlook how much effort it actually requires. But in the end, the final result is well worth the effort, despite the trials and tribulations. I was very pleased with the final outcome and have already forgotten all of the hurdles crossed.

About the author:

Alex Bernardo was born in the Philippines and raised in the US, currently living in Ashburn, VA. For the past 24 years his day job is a computer programmer at DHL. Like many modellers he started building as a kid; his first was the Aurora SSN Nautilus. Growing up he liked building various things, from models to school projects in wood, plastic and metal shop classes. He started serious model building when he discovered IPMS/USA Northern Virginia in the late 1980's, just before his son was born. Modelling tapered off when raising two kids became the main hobby. Married for 36 years he has a 1 ½ year old grandson that he plans on introducing to our glorious hobby one day. Alex builds 1:144 and 1:72, mostly WW2 and modern aircraft, some biplanes.

Building the Wingnut Wings

AMC deHavilland DH.2

Bob Steinbrunn
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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.

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.)

...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....

...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.

About the author:

Bob is a former U.S. Army combat helicopter pilot who served in Vietnam in 1967-68, and he remained in aviation thereafter for 46 years and 15,300 flight hours. Qualified in a broad range of aircraft, he is also a Certified Instrument Flight Instructor. His last 26 years were spent flying Emergency Medical Services in the A-109 and SA 365N helicopters. Bob joined IPMS/USA in 1969 and has written over 70 articles for seven different publications

and has had two books published. He has won numerous awards at IPMS competitions and is delighted to share his techniques with others. Bob lives in the Wisconsin Northwoods, along with his many Wingnut Wings kits and his wife Barb, a retired general surgeon. This means he is under close medical supervision 24/7. He feels it's okay to feel sorry for him.

Einheitskanisteren, Jerricans and... “Amerricans?”

Ed Storey

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Jerricans and “Amerricans” 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-handled 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 but for the most part Khaki Green No. 3 ([available as model paint](#)) painted cans marked either as “**PETROL**” or “**OIL**” in white on the left-hand side, when the can was being carried spout forward, were the most numerous. As well, the top of the fuel can was not only stamped with a War Department “**W ⚡ D**” and year of manufacture but also with “**PETROLEUM SPIRIT HIGHLY INFLAMMABLE**”. The wording was dropped on Canadian manufactured cans after 1940 but the date and Canadian Ordnance “**C ⚡**” was still retained. Stamped on the bottom of the can was the manufacture’s initials and year of manufacture. There were also white-painted containers marked in black with “**WATER**” on one side although by mid-war this was changed to a medium-darkish grey (seen in the top view photo below) with “**WATER**” now marked in white.

In comes the Einheitskanister...

The 20 litre Wehrmacht-Einheitskanister, as it was known in Germany, was first developed in 1937 by the Müller engineering firm in Schwelm to a design by their chief engineer Vinzenz Grünvogel. The design may have been copied from the Italians and the distinctive triple handle feature allowed a soldier to be able to carry either two full containers or four empty ones. The handle arrangement also allowed for two people to carry one container. The can was fitted with a cam lever release mechanism and a short spout secured with a snap closure. The recessed welded seam stiffened the container and protected the seam from impact damage. The rectangular shape made it stackable, and the stamped side panel indentations ensured a full can would not be severely damaged when falling from a vehicle. It is possible to categorize these cans according to changes in the side panel indentation ‘X’ pattern.

Einheitskanisters were painted RAL 7021 Black Grey ([available as model paint](#)) although as the war progressed the colour was changed to RAL 1011 Tan ([available as model paint](#)). Cans were stamped with the year of manufacture as well as a three-letter company code or company logo on the left-hand side, again when the can was being carried spout-

forward, and later in the war the cans were stamped with embossed letters reading “**Kraftstoff 20L**” (Fuel 20 litres) or “**Wasser 20L**” (Water 20 litres). The gas cans were also marked “**Feuergefährlich**” (flammable). Water cans were usually distinctively marked with either a white cross painted on the side of the can, or the side panel indentation pattern was painted in white.

Hmm, we sure do like the look of that...

The British Army immediately recognized the advantages of the German fuel can design. The three handles allowed easy handling by one or two people, or movement in “bucket brigade” style. The side panels of the can with the cross-like indentations not only strengthened the can but allowed the contents to expand, as did an air pocket under the handles when the can was filled correctly. Rather than a screw cap, the cam lever release mechanism closure with its air-pipe to the air pocket enabled smooth pouring. The interior was also lined with a synthetic resin lacquer, first developed for steel beer barrels, that allowed the can to be used for either water or petrol.

In the western Desert the British initially used cans captured from the “Jerries” (Germans) – hence the term “Jerricans” – in preference to their own containers, as much as possible as the supply of them could satisfy.

Well then, let's make our own!

The British began manufacturing their own copy of the German design in 1942 although this 4½ gallon Jerrican did not during the war completely replace the two-gallon container. Since during the war British/Commonwealth military vehicles were only manufactured with fixtures to carry the one and two-gallon cans this meant that mountings to carry Jerricans had to be installed separately at the unit level.

British Jerricans were painted in both BSC #61 Light Stone ([available as model paint](#)) and SCC15 Olive Green Drab ([available as model paint](#)) and were used concurrently throughout the war. The War Department “**W**” and year of manufacture were stamped into the top of the left side panel with the manufacturer's company initials in the centre of the panel indentation pattern. Water cans looked the same as fuel cans, but they were coated with a synthetic lacquer interior and marked with “**WATER**” stamped into both side panels under the ‘X’ reinforcement indentation. Quite often the panel indentation pattern would be painted white on the water cans to make them easier to identify.

Enter the Americans...

Like the British, in the late 1930s the United States War Department was still using First World War era fuel cans. In this case they were ten-US-gallon cans with two screw cap closures, which required both a wrench and funnel for pouring. The Americans redesigned the German Einheitskanister; the new design retained the handles, size, and shape, but is most easily distinguishable from the German original by the simplified ‘X’ stiffening side panel indentations; the German recessed welded seam was replaced with a rolled seam which was more compatible with American manufacturing methods. The U.S. cans could be stacked interchangeably with German and British cans.

The U.S. fuel cans did not have a synthetic lacquer lining and the spout with cam lever release mechanism was replaced by a simple screw cap which required a wrench to secure. This meant that a flexible spout was needed when refuelling vehicles. These U.S. fuel cans were painted Olive Drab and on the left-hand side panel had a stamped “**G**” above the stiffening indentations with an additional stamped “**Q.M.C.**” (for Quartermaster Corps) below. The right-hand side panel also had a “**G**” above the indentations with an embossed “**U.S.A.**” below. The “**U.S.A.**” was dropped post-war, being replaced by “**US**”.

Stamped into the bottom panel was the manufacturer's name as well as **20** (for 20 litres) -**5** (for 5 gallons) - and the year of manufacture. So keep in mind a stamping of “**BENNETT**” over “**20-5-43**” only means that the can was manufactured by Bennett Machine and Stamping Company of Geneva Ohio in 1943.

Usually, the contents were stencil-painted onto the front face of the fuel can if it was something other than gasoline. As well, there was also a system of colour-coded metal content tags which could be attached to the handle just above the screw cap.

A similar enamel-lined water can was also adopted, but it had a large flip-top lid and only an embossed “**US**” below the side panel stiffening indentations. Sometimes these cans would also have “**WATER**” stencil-painted on the top of each

side panel. The raised markings for these water cans can be found stamped just under the three handles and consisted of three-line stamping. A “W” for Water over the manufacturer’s name, over the year of manufacture.

So, so when were they used?...

During the war, the Commonwealth forces are recorded as referring to both the German and British manufactured fuel cans as a “Jerrican” and the U.S.-produced version as the “Amerrican”. U.S. cans, especially water cans, can be seen with U.S.-manufactured vehicles and Commonwealth units preparing for the cross-Channel invasion in June 1944 appear to have been supplied with both two-gallon cans and British Jerricans prior to loading onto their respective landing craft. Canadian units in Sicily and Italy in 1943-44 are seen using the two-gallon rectangular cans as well as both British and German Jerricans, as were the Canadians in North-west Europe following D-Day. “Amerricans”, to a limited extent, were also used by the Canadian Army but are far outnumbered by Jerricans. While both two-gallon cans and jerricans were being used concurrently by British and Canadian troops in the Mediterranean and NW Europe, it should be noted that the two-gallon cans were used almost exclusively by units stationed or training in the UK during the war.

How do we tell them apart?

The distinction between fuel and water cans appears to have been an enduring problem during the war with units and individuals mixing them up. War Diaries provide a unique insight into how this problem was handled and in February 1944 3rd Canadian Infantry Division Routine Orders stated that:

“In order to differentiate between Jerricans used for petrol and those used for water, a different coloured basic paint will be used. In addition, the Jerrican (Water) will have white paint underneath the handles, the reinforcement indentations on the sides will be painted white, and the word “WATER” will be embossed on the sides of the can at the bottom.”

In August 1944, the Part 1 Orders for the 18th Canadian Armoured Car Regiment (XII Manitoba Dragoons) were more specific in documenting the misuse of containers – water and petrol:

The Canadian Army in Canada does not appear to have started using U.S.-manufactured fuel cans until the introduction of “M-Series” vehicles (e.g., the M38CDN ¼ Ton ‘Jeep’, M37CDN ¾ Ton truck, M135CDN 2½ Ton ‘Deuce and a Half’) truck in the early 1950s, by which time they were also being referred to as Jerricans. The remaining stocks of wartime one and two-gallon rectangular cans were still being used well into the late 1960s as containers for oil and naphtha.

The Jerrican is still in use by many armies some 80 years after it was first introduced. While most are now made of synthetic materials, metal cans for both military and civilian use are still being manufactured to the same wartime German specifications.

For your further viewing pleasure...

On the following pages are some selected photos to illustrate the background an usage of these ubiquitous metal cans during the Second World War.

Postscript

Please note that this was a very brief monograph on these fuel and water containers, written so that the modeller will be better able to recognize the differences between the container types that were used during the war. A complete study of the colours, markings, stampings, and variations in manufacturing details for these cans is beyond the scope of this article.

Further Reading:

- ❑ hiconsumption.com/the-complete-history-of-the-jerry-can/
- ❑ airseacontainers.com/blog/the-history-of-the-jerrican/
- ❑ thefabricator.com/thewelder/blog/arcwelding/the-design-and-fabrication-of-the-jerry-can-part-i
- ❑ thefabricator.com/thewelder/blog/arcwelding/the-design-and-fabrication-of-the-jerry-can-part-ii
- ❑ military.wikia.org/wiki/Jerrycan

olive-drab.com/od_mvg_jerry_can_markings.php

Editions Heimdal, Jerrycan: 70 Year-Old and Still in Service, Philippe Leger, 2008 ISBN 978-2-84048-244

About the author:

Ed Storey has been a military vehicle enthusiast and militaria collector since the mid-1970s and has authored numerous articles for several magazines including both IPMS RT and MAFVA Tankette as well as "Wheels and Tracks". Ed is retired from a 35-year CAF career with the Canadian Military Engineers and lives in Ottawa with his wife and family.

Electra, 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. After sufficient buckshot was super glued into the forward fuselage, the fuselage halves were buttoned up and the clear windshield was glued into its cavity. Squadron White Putty was used to fill seams for both the fuselage and windshield, **Fig. 2**. A windshield decal was provided for on the Vintage Flyer decal sheet. The three-part engine cowlings also needed filler as seen in the photo. At that point, I used Alclad II's Gray Primer to coat the seams, **Fig. 3**, and after I was sure there were no remaining divots, I glued the wings and nacelles together, **Fig. 4**, and added the exhaust pipes. Two-part combined spinners and props were also glued together at that point. The main-wheel landing gear doors had sink marks in them and before separating them they were also filled and sanded smooth. Landing gear legs were glued to the wing and fuselage and reference photos showed the need to add forward retraction struts to the main gear legs, **Fig. 5**. Strips of .020" plastic rod were cut and trimmed to fit.

Painting time

Given the simplicity of an airliner build, it was soon time for paint and in **Fig. 6**, the fuselage crown received a coat of Testors enamel White. The gear doors had been separated and ready for their natural metal finish. I let the paint dry for a few days and then masked the crown, **Fig. 7**, before spraying the remainder of the airframe with Floquil Old Silver. The resultant coat is seen in **Fig. 8**. Spraying the model with Alclad II's Gray Primer allowed for a smooth surface. I would later mask and spray the horizontal tail surfaces. Viewing many Electra photos on the Internet provided good views of the light grey wing spar sections and using Testors Model Master FS 36492 Light Gray, I added them, top and bottom, in **Fig. 9**. **Fig. 10** shows my luck with the masking in that I didn't have any over or under-sprays to touch up. Little by little, the scheme was coming together however a lot of masking and spraying was still ahead of me. I viewed photos of the darker shade of paneling on the engine nacelles and in **Fig. 11**, I used Alclad II's Duralumin to add them to the scheme. Doing two nacelles at a time made for shorter masking time and also provided a "template" for the remaining two as seen in the photo. Once the nacelles were finished, I masked and sprayed the horizontal tail surfaces using Old Silver and then, masked the stabilizers and applied a coat of Duralumin to the elevators, ailerons and the rear portions of the nacelles just forward of the exhausts, **Fig. 12**.

Markings time

The model was then ready to accept the classic Braniff markings from that by-gone era. When compared to some of today's flamboyant airliner schemes, the simple patriotic elegance of the markings just "made" the model. I began by applying the windshield decal and when that was dry, I cut and then added the forward trim to the nose, **Fig. 13**. The printing on the window cheat lines and windshield have a 3-D look to them and I commend Vintage Flyer for their printing process to give them an appearance of depth. It took some doing to get things positioned right but at least I had measured correctly when I applied the white and natural metal coats. The remaining cheat lines were cut into two sections and that made proper alignment a lot easier rather than having to deal with long decal strips. There was a gap on the nose where the decals didn't quite meet up but luckily, Vintage Flyer provided extra blue trim. I would find that to be true on the lower aft fuselage as well, where the cheat lines met, and there was enough blue decal trim to correct the problem. Photos of the Braniff scheme showed that the bottom of the blue fuselage stripe was edged in white and I added that detail, using Yellow Wings #48-004 white pin stripes, as they weren't given on the aftermarket sheet. It is visible in **Fig. 14**. When viewing coloured Electra photos on the Internet I noted the presence of thin bronze-coloured trim bands on the leading edges of the engine intakes. They were masked and duplicated per the photos, with a coat of Alclad II's Pale Burnt Metal. Additional decal shapes were added to the nacelles to add visual detail to them after all of the Vintage Flyer decals were applied. I noted their presence when viewing actual Electra photos and in decal form, they are represented in the photo. An additional touch-up spray was needed on the ailerons as I noticed the presence of a couple of scratches. Alclad finishes scratch easily and I had evidently forgotten to trim my finger nails, hence the need for a touch up. Not wanting to risk pulling up the black wing spar edging decals, I used recipe card stock to cover the decals, with masking tape holding the stock in place on top of the painted wing surface for the Duralumin touch-up re-spray. Note that the landing gear doors had been sprayed with Old Silver and were ready to be installed after the main and nose wheels were glued in place. Black pin striping that edged the wing spar sections was provided on the Vintage Flyer decal sheet and I had added them in the photo. A coat of Floquil Antique Bronze was hand painted on the exhaust pipes. For some reason, the tail N number decals had an unwanted gap between two of the numbers and I had to slice and dice them so the spacing would be equidistant when applied. I added two small grey circles to each wing to represent the jet fuel tank caps as well as a few medium grey pastel streaks behind the caps and at various locations on the upper wing. The horizontal tail surfaces were painted Old Silver with Alclad II's Duralumin on the elevators; these were complimented with the trim tabs being free-handed with Testors Steel enamel. I found a couple of baggage door decals in my stash that I applied, one fore and one aft, on the lower right side of the fuselage.

Final details

To deal with the spinners and prop blades, after they were glued together I first sprayed the spinners with Testors enamel White. When the paint had dried well, I masked the inner blades and hand-painted those areas with Floquil Engine Black. After pulling the tape and letting those areas dry well, I masked over them and sprayed the outer portions of the blades with a coat of Alclad II's Dark Aluminum. The bronze colour edges around the upper engine show up well in the photo. The wheel wells were shallow and a coat of Testors enamel Steel was sufficient to create a darker colour difference in 1:144 scale, and thus adding some visual depth to them. I coated the inside of the landing gear doors with the same

colour. Courtesy of Internet photos, the two silver and black small circles just forward of the flaps represent landing lights, and dots of Tamiya Clear Red and Green took care of the wing tip navigation lights.

Perhaps the hardest part of the build was masking the darker metal areas on the cowlings. With such unusual shapes, it took a lot of tape to make duplicates of what I saw in the Electra photos from the Internet. I did my part to help increase the value of Tamiya's stock a bit.

Conclusion

Given that the Minicraft kit is the one and only and now, with it not being produced anymore, anyone wishing to build a representation will have to scour the vendor tables at model shows. I feel fortunate in having obtained the kit and all the more fortunate for having had Vintage Flyer decals produce the Braniff L-188 decal sheet. Several other attractive schemes for the Electra are produced, and they can be seen at vintageflyerdecals.com. Although I didn't re-shape the nose and vertical tail as per the prototype, to me, it looks like an Electra and that's what counts.

About the author:

With the completion of his first model in the early 1950's, Frank Cuden has continued in the hobby over the years. 1:48, 1:72 and 1:144 are his scales of choice and he enjoys adding extra detail to each kit. He also enjoys e-correspondence with modellers world-wide, and enjoys improving his writing skills with each article he writes. Since retirement in 1999, he's enjoyed modelling at will, and becoming more fun as time goes by. Wife Marilyn, three children and six grandchildren complete the circle.

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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 (.026") bit. I painted the deck guns with Vallejo 870 Medium Sea Grey and picked out the barrels with Vallejo 950 Black and Vallejo 862 Black Grey. I also painted the shoulder pads on the 20 mm cannon with Vallejo 940 Saddle Brown. I then highlighted wear areas with a silver pencil and weathered the guns with Tamiya Panel Line Accent Colour (Black) (**Fig. 2**).

I next constructed the interior wheelhouse control deck and rear bulkhead. I etched the borders of the hatch and vent grills on the bulkhead and around the control panels on the console for better appearance. I painted the items with Krylon Flat White and painted the consoles with Vallejo 870 Medium Sea Grey, the seats with Vallejo 869 Basalt Grey and the seat cushions with Vallejo 982 Cavalry Brown. The helm and power box were done in Vallejo 950 Black with the dials and lights picked out with red, green and orange. I then weathered the bulkhead with Tamiya Panel Line Accent Colour (Black) (**Fig. 3**). The console for the Captain's Bridge was assembled and painted with the Medium Sea Grey. As with the other console I picked out switches and dials with green, red and orange and used a silver pencil to highlight the instruments. The helm was painted in black with the compass housing painted Vallejo 801 Brass (**Fig. 4**). In hind sight I should have added small control levers to the throttle quadrant.

I then built the main cabin and the engine room housing. Everything fit well except the radar mount where I had to enlarge two of the mounting holes and then add fill around the mounts when glued in place. I also had to apply some putty to the joints of the side hatch weather guards. I replaced the grab handle on the sliding hatch cover with brass wire and left the windshield off and the portholes empty. The clear plastic porthole windows were thick and I broke the large window assembly, for the wheelhouse, trying to fit it in place. I decided that I would use Microscale Micro Kristal Klear and form the windows after all the painting was done. The engine room housing posed no problems although there were some small shrink marks on top of the side vent covers which I filled in with Vallejo Plastic Putty. Based on photos and info gleaned from the internet I built a fueling station consisting of pump housing and a hose pipe assembly mounted on the port side just forward of the engine room vent housing. The pump housing was made from modified ammo boxes from my spares box with .030" lead wire run from the pump housing down into the deck and the engine room below. The hose pipe was made from .080" and .040" tube held in place by a modified Sherman tank headlight assembly and guard. In the Captain's Bridge I added two bridge speakers and wiring but left out the control console until the bridge was painted. I primed the cabin and engine room housing with Krylon Flat White and applied a top coat with Tamiya XF-25 Light Sea Grey. The bridge speakers, voice pipe tops, spotlight and top of the exhaust were painted with Vallejo 950 Black. The helmsmen's and Captains seat cushion was painted Vallejo 818 Red Leather with the mast head done with Vallejo 993 White Grey. I lightly weathered the engine room housing with Tamiya Panel Line Accent Colour (Black) but kept the weathering on the main cabin to a minimum (**Fig. 5**).

I turned my attention to the torpedo's and side launchers. The launchers consist of seven parts and proved to be a little finicky with the center tilting rod assembly not wanting to cooperate. Thinking a third hand would be a great asset I finally got everything lined up and glued (only three to go). I added an actuating lever to the backside of the launchers and after priming with the Krylon White I painted them with Vallejo 870 Medium Sea Grey. I also coloured the wear areas of the launcher with a silver pencil. I put the torpedo halves together and added the propeller housing. I cleaned up the seam and after priming painted the body with Krylon Satin Black. Because the warheads fit snugly to the body I had left them off for painting and primed with the Krylon White and painted them with Krylon Sunshine Yellow. After drying for a couple of days I glued the warheads in place and painted the propellers with Vallejo 998 Bronze then mounted the torpedoes onto the launchers (**Fig. 6**).

With all the main components completed I turned to the hull. I installed the stern transom, turbine exhaust tubes and guard without problems. I left off the rudders and prop assemblies as I planned to mount the craft in a scene. Although the plastic of the hull was coloured grey with a red bottom I primed the hull with Krylon Flat White and painted it with Tamiya XF-54 Dark Sea Grey. I carefully masked off the hull sides and painted the bottom with Tamiya XF-7 Flat Red. After an hour I removed the masking tape and let the hull dry for a couple of days (**Fig. 7**). I then painted the stern transom, turbine exhaust tubes and guard Vallejo 950 Black. I had a bit of a problem fitting the deck into the hull and after achieving the best fit I glued it in place using Revell Liquid Glue, which provided a very strong bond. I filled some small gaps mostly at the stern, with Vallejo Plastic Putty. Testing out the guard rail stanchions mounts I found I had to open up the holes with a # 62 (.038") bit to get them to fit correctly. I installed most of the deck fittings and since the deck was moulded in green plastic I masked off the hull sides and primed the deck but with Krylon Light Grey. I then painted the deck with Vallejo 922 Uniform Green and the fittings with Vallejo 870 Medium Sea Grey. The deck ventilators were painted Vallejo 864 Natural steel with the gaff handles and poles picked out with Vallejo 941 Burnt Umber and the safety circle for the 40 mm deck gun with two coats of Vallejo 935 Transparent Orange (**Fig. 8**)

I planned to replace the cord supplied for the guard rails with .014" (.36 mm) Soft Touch Flex Wire, so before adding anything else to the deck I opened up the hole in the top of the guard rail stanchions with a small reamer. I mounted the guard rail stanchions, painted them Vallejo 870 Medium Sea Grey and following the illustrations in the instructions I ran the guard rail wire, securing it in place with CA glue. To add additional detail to the deck I used scale rope (Item 8145) from Artesania Latina to make a rope coil secured to a deck bitts and I cut the anchor chain shorter than called for and attached it to the scale rope rigged as it would be on the real vessel. The Instructions have you run the anchor line through the supports for the forward flag mast but, if that was done on a real vessel the movement of the anchor line would break off the support and flag mast. Beneath the flag mast is a hawse pipe through which the anchor line should run holding the line to the nose of the vessel and allowing the vessel to swing at anchor without damaging any fittings. The hawse pipe on the kit is solid so I used a # 64 (.036") drill bit to open it up. I painted the anchor and chain Vallejo 862 Black Grey and used a small amount of Vallejo Pigment # 108 Brown Iron Oxide for a light weathering effect. I mounted the anchor on the deck and ran the rope through the hawse pipe to a bitts and on to the capstan and secured it the on the capstan bollard (**Fig. 9**).

I mounted the cabin and engine room housing on the deck. I was concerned that the tabs that locked the cabin onto the hull, allowing you to access the battery pack if motorized, would create a gap that I would have to fill. However there was no gap and the cabin fit nice and snug on the deck. I then mounted the deck guns and the torpedos on their launchers. The kit comes with six figures that I painted up and mounted in strategic positions on the vessel. Using .010" copper wire passed through a flame to soften it I rigged the communication aerial and mast lines. I cut out the paper Malaysian Naval ensign flag supplied in the kit and using a paper glue stick I folded it over a length of wire and glued it in place. I then trimmed the flag wire and glued it in the correct place on the mast. I painted the windshield frame with Vallejo 870 Medium Sea Grey and used a Sharpie black fine tip marker to paint on the rubber guard on the windshield top. I glued the windshield in place using Gator glue and touched up a couple of glue spots with the deck colour and the Perkasa was done (**Fig. 10**).

Ever been to sea, Billy?

I cannot seem to build a seagoing vessel without it being at sea. So out comes my favourite base building material, pink insulating foam. I cut the foam to size and using a wrapping paper cardboard tube wrapped with 80 grit sandpaper I fashioned wave troughs across the foam. I then cut out an area to fit the hull, keeping in mind how the Perkasa rides in the water (**Fig. 11**).

There are a number of ways to simulate water and I wanted to try one I had never done before. I coated the foam with white craft glue and laid out a layer of paper towel on top of the foam. I then tore up chunks of paper towel (**Fig. 12**) and laid it over the first layer of towel. Using a 50/50 mix of white glue and water and with a stiff brush I applied the glue mix to the paper towel (**Fig. 13**). Using the stiff bristles of the brush I stippled the towel with generous amounts of glue. The stippling eliminates the embossed pattern on the towel and forces out any air between the layers and helps to make small ripples in the surface. I let the seascape dry for a couple of days and then trimmed the overhang along the edge of the foam for a clean uniform edge. I set the Perkasa in place making sure the fit was still correct (**Fig. 14**). I painted the edge of the foam with black acrylic craft paint and the water surface with a transparent midnight blue acrylic craft paint that created dark and lighter shades of blue on the water surface. I then glued the Perkasa in place with No More Nails adhesive (**Fig. 15**).

With quilt batting and Golden Heavy Gloss Gel I formed the bow wave and wake along the vessel and at the stern (**Fig. 16**). With the gel dried I painted the bow wave and wake with the transparent blue and when dried, dry brushed the area with Vallejo 993 White Grey. I then applied a generous coat of Golden Medium Gloss Gel to the whole of the water creating a clear and glossy surface. I then applied a coat of Future over the bow wave and wake to blend it into the gloss of the water surface (**Fig. 17**).

Conclusion

I liked building the Perkasa. The fit and ease of assembly and the detailed instructions with reference pictures made building the kit a joy. I kept the weathering to a minimum as the actual hull was of glued wooden construction with the upper works made from aluminum. Additionally as a coastal patrol and training vessel I'm sure the trainees were kept busy ensuring everything was always ship shape. Although designed as a motorized kit the Perkasa makes into an impressive static model.

Reference

navypedia.org

Barry Maddin retired from the CAF in 2009 after a 37-year career as a Navy Stoker, an Army Vehicle Technician, and finally as an Army EME officer. He and his wife moved to Truro NS from Ottawa in 2009 where they built their retirement home, including a hobby workshop, which is strictly off limits to the cats. Barry started building models before he could spell 'plastic' and currently builds mostly 1/35 WW II armour and military vehicles, although he does dabble in other areas. He is a member of AMPS and has been a member of IPMS Canada since 2000.

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