

RT

Random
Thoughts



IPMS Canada

By Modellers, For Modellers

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**BONUS!
FOUR EXTRA
PAGES!**

Geoff Heyland's 1:72 CL-52/B-47B



Also in this issue:

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- 1:35 Avro 671 Rota Autogyro
- Scale Model Colour Modulation
- 1:144 Canadian Pacific DC-4



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<i>Cover Comment: Back in the days before there was a Belcher Bits conversion kit, IPMS London's Geoff Heyland was kickin' it old school and scratchbuilt the parts needed to produce a unique 1:72 B-47 Stratojet in RCAF markings. See page 4 for the award-winning build article.</i>		1:144 Classic: Canadian Pacific DC-4 Frank Cuden, Albert Lea, MN	38
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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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1:72



Canadair CL-52

The U.S. Bomber that Canada Wrecked!



Early in the program, before the Day-Glo paint went to pot!



Geoff Heyland
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West Lorne, ON



History and Project Motivation

In 1958 Canada borrowed a Boeing B-47B from the U.S. Air Force and later returned it in such good shape that it was immediately flown to Davis-Monthan Air Force Base in Nevada and scrapped. As a headline, that's a pretty good start for a story, but the full picture is even more interesting, as any Avro Arrow fan will tell you.

The B-47 in question was, of course, the Canadair CL-52 - a modified testbed for the Orenda Iroquois jet engine designed to power the legendary CF-105 Avro Arrow. The Iroquois engine was a marvel of its time, outperforming most, if not all, contemporary powerplants and the fact that it was designed and built in Canada is something that Canadians should rightly be proud of, irrespective of the Arrow story. It was a huge engine for the time (the pod itself was over 30 feet long), requiring an equally large testbed aircraft to take it up for a flight test or two. The only potential candidate at the time was the Boeing B-47 - a stunningly beautiful aircraft that proves the rule that "if it looks right, it will be right".

The B-47 was my image of a jet airplane in my childhood - sleek, podded engines to minimize the impact of engine fires (which happened a lot in the early years of jet technology), swept wings based on captured German research papers (and scientists), tandem crew placement like a fighter, weird landing gear placement - what was not to like? It has never been a very popular subject for model manufacturers - likely because it never fired a shot in anger (and hence no cool battle stories) and was the quintessential background nuclear deterrent at a time when ICBMs and nuclear-armed submarines were well into the future. It is hard to believe but the B-47 was designed in the late 1940's and was revolutionary at the time. It's not a hard case to make that this aircraft was the most influential in post-war history, given that most commercial airliners can draw a direct ancestral design link to it and it led to the iconic B-52 - the longest-serving military aircraft in history. Not bad.

But for me it's the fact that only one B-47 flew in non-U.S. colours: the Canadair CL-52. And we wrecked it! Cool! Polished aluminum and ratty day-glo paint scheme? Bonus! Massive scratchbuilt Orenda Iroquois engine and pod on the starboard rear fuselage? You had me at hello!



Editorial

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Where's the decals?

The original game plan was for the free decal sheet to be in this issue, but several factors converged and it turned out this wasn't going to be possible within the RT production schedule. So now the decals will be distributed in the next issue in September. The subjects will be teased out in more detail via the web page and the Facebook page to help whip readers into a frenzy. For now I can tell you that they're going to be:

- ◆ P-40E Kittyhawk IA on the Home War Establishment
- ◆ M4A3 Sherman tanks with the Cdn Army in Korea
- ◆ CT-133 Silver Star in the 1971 Snowbirds white finish
- ◆ CF-18 Hornet on OP ECHO with NHL markings.
- ◆ CT-156 Harvard II in BCATP markings

I hope this will meet with your satisfaction. The subjects were selected by the executive committee, as we didn't receive enough help from members in the field who could provide us with alternative subjects and research material to do other feasible subjects. So if you have an idea for a future free decal topic, and you have reference material to support it, get in touch with us as soon as possible so we can see what's in the realm of the possible.

Constructive or Creative?

A while back I was casually discussing the world with my daughter and I tossed out an off-the-cuff 'dad' question that I thought was worth repeating here - "*has your day been constructive or creative?*" She liked it as a minor thought-provoking query, and that's all a dad needs to hear, am I right, boys?

Applied to our hobby, I guess that alludes to doing something useful - cleaning up the workbench, organizing the stash, doing an inventory of the library, aftermarket stuff, decals, etc., versus getting down to doing the actual work and steps on a project and moving it forward in any way towards completion. Both are important and should be a source of satisfaction. As long as you're doing something positive in the hobby, it's a good thing.

'Best-Before' Building?

How many kits, decals, aftermarket parts do you have in the stash that are now well past their 'best before' date? Sadly, it's a very long list for me, and I'm sure for many of you as well. What to do about it? My 'cheap gene' reels at the thought of getting dimes on the dollar at the local

swap meets, so what to do? Perhaps something crazy, maybe, like actually build the kits and use up the parts and decals? I'll just leave that out there for your consideration, but these kinds of builds certainly have a place in RT.

There are some great classic kits that take some extra effort to complete, and that's not necessarily a bad thing. Sure, the latest fall-together kits are great and can produce gorgeous results, but there is some real satisfaction to be had by diving into these older products.

RT Articles

I know it's a chronic editorial ask, but I do need to hear from more of you with offers of new articles for RT. I'm looking for just about any topic that will inform, educate and/or entertain the membership. In particular I'm very short of military vehicle articles; as of this writing I don't have anything ready for the next issue in September. I think that would be the first issue since I took over again in 2009 that we wouldn't have an 'army' article in an issue. It's up to you folks - see the back cover for ideas.



IPMS Canada Renewal

We have a recurring problem of a few people renewing very late and missing out on an issue of **RT**.

Don't wait - please renew when you receive your notice.

The **ONLY** way you should be renewing online is via the IPMS Canada website "JOIN/RENEW" page.

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A Canuck in the ARVN

A C15TA Armoured Truck in South Vietnamese service



1:72

Will Alcott
IPMS/USA # 46532
Toronto, Ont.



Background

The C15TA armoured truck combined the GM Canada's C15 CMP chassis with an open-topped armoured body built by the Hamilton Bridge Company in Hamilton, Ont. The C15TA was intended to fill the same role of the US Army's M3A1 Scout Car. Just under 4,000 C15TAs were built, compared to nearly 21,000 M3A1s. They remained in service postwar with multiple European armies, as well as further afield.

I first came across a photo of a C15TA in Jim Mesko's 'Armor in Vietnam.' A small photo was captioned as "South Vietnamese armored car, believed to be based on a Canadian chassis, awaits repair near Saigon." The story of how the C15TA ended up in South Vietnam

is not clear. The vehicle in Mesko's book clearly shows modifications from a standard C15TA – the armoured sides of the rear crew area are raised to the same height as the driver's cab. This same modification is also apparent on several ex-Malaysian police vehicles currently on display in Malaysia. The South Vietnamese army (ARVN) used a number of vehicles that seem to have come from Malaysia, including Wickham armoured railway cars, and I strongly suspect the C15TAs came from the same source.

The Kit

IBG from Poland have released a number of CMP variants, and they followed these up with an Otter armoured car and the C15TA. The C15TA kit includes three sprues from previous CMP kits, plus an all-new sprue with the armoured body. There is quite the contrast in the quality of the parts – the CMP sprues are fairly crude with thick parts and little detail, while the new C15TA sprues are very crisply moulded with fine detail. Most



Avro 671 Rota



Autogyro

1:35

Barry Maddin
C#6000
Truro NS



Avro 671 Rota Mk. I

An autogyro form of aircraft, developed by Juan de la Cierva, was sufficiently advanced by 1934 for the Royal Air Force (RAF) to order a small number of C-30As for evaluation on army co-operation duties. The C-30A was the most widely produced Cierva autogyro design. Avro built the type under licence as the Avro Type 671 Rota, both for the civil and military market. Evaluation of the type took place at the School of Army Cooperation at RAF Old Sarum. Neither the C-30A nor the later C-40 was adopted by the RAF as an observation or communication aircraft, but the development of ground radar and in particular the need for a slow-flying aircraft for its calibration meant the Rota had a valuable wartime role.

The Kit

The kit is the Avro 671 Rota Mk I RAF # 41008 by MiniArt in 1:35 scale (Fig. 1). Consisting of 109 parts in grey styrene, two clear windshields, a photo-etch fret with 47 parts, and decals with markings for four airframes. The castings are excellent particularly the fuselage with crisp surface details like the fabric effect over the ribs, the stitching tapes and fasteners. The 12-page instruction book is composed of 3D drawings and full-page colour shots of the different paint schemes and decal placement. The instructions were very easy to follow and the parts placement indicators were very clear.



The Build

It all starts with the engine.

The Avro 671 Rota was powered by the Armstrong-Siddeley Genet Major (Civet) 1A seven-cylinder air-cooled radial piston engine. It produced 140hp giving the Rota a maximum speed of 96 knots (180 km/h) with a cruising speed of 83 knots (153 km/h) and a range of 459 km. The kit engine was not a difficult build, except

Scale Model

Colour Modulation



Can it make a difference?

Frank Donati
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In the beginning...

When I started modelling as a kid in the late 70s, I was limited to kits and glue. Model paint was a rare commodity for me, and part nippers, what were those? Fast forward to when I picked up the hobby again, and all these new and excellent tools and techniques are around.

Over the last couple of years I've embraced colour modulation – a technique, or maybe I should say a combination of techniques that involve pre-shading, post-shading, oil and pigment dotting. Modulation really brings life to models that sometimes end up looking flat or uninspired.

There are plenty of articles and YouTube videos on the application of modulation, and I am by no means an expert, as many of these folks are. This article demonstrates what a bit of any of these techniques can add to or enhance your basic modelling.

What is Colour Modulation?

Colour modulation is one of those controversies in modelling – some folks like it, some hate it, saying that it makes models look cartoonish or unrealistic. It is another tool on our belts we can use to change or enhance the

model's appearance, aesthetic, or impression on the viewer. Like dry-brushing, pigmenting, filters and washing - any technique can add or remove from your model. It's all a matter of selection, practice and getting the end result you want to have.

For those who don't know about it – here is a simple primer on the colour modulation techniques I'll be showing to you in this article:

Pre-shading - involves painting some areas of the model with either dark or light undercoats before applying the colour layer. This is used to create artificial shadowed and highlighted areas for contrast, to show some fading or paint, etc.

Post Shading - painting areas of the model after the colour layer is applied. Again, this is used to both create and/or enhance shadows and highlight areas, similar to what the pre-shading step did.

Oil Dotting - applying tiny dots of different colours of oil paints and then carefully wiping them off in a direction or pattern related to the area being covered until only a light hint of the oil paint remains. Up-and-down wiping is used for vertical surfaces and a circular/tapping/rubbing motion is used on horizontal surfaces.

Pigment Dotting - similar to oil dotting, placing small dots of pigment where desired and then drawing them down or around as you see fit to show streaking, grime, shading, wear, etc.

A Classic:



Canadian Pacific DC-4

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



mask the cockpit windows, I choose to use the provided window decals instead because not much, if anything, would have been seen in the cockpit. That's the nice thing about building an airliner: there are no cockpits to detail, and every once in awhile, I like to go the airline route

with my modelling adventures because the builds go a lot quicker and they are quite colourful when compared to some Military aircraft schemes. **Fig. 3** shows the airframe

Visiting the Vintage Flyer Decals website (vintageflyerdecals.com), I came upon their set for a classic Canadian Pacific Air Lines DC-4. I consulted Wikipedia and found that the airline was in commercial service from 1942 until 1987 under that name, with the DC-4 beginning its service in 1951. It was followed by the DC-6B in 1953. The airline was based at the Vancouver International Airport in Richmond, British Columbia, and the airline became CP Air in 1968.

Having three Minicraft 1:144 scale kits in my stash, **Fig. 1**, I chose one to become the Canadian Pacific model with its classic scheme, using the tried and true "Eenie, Meenie, Minie, Mo" method. It seemed appropriate to build one of the pioneers in Canadian airline history.

The Build begins

I began to build the model by gluing the three-piece wing together, and after mating the fuselage halves I added the clear canopy section part in **Fig. 2**. Rather than having to

