

RT

Random
Thoughts



IPMS Canada

By Modellers, For Modellers

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**BONUS!
FOUR EXTRA
PAGES!**

John Lumley's 1:32 Sabre Mk. 6



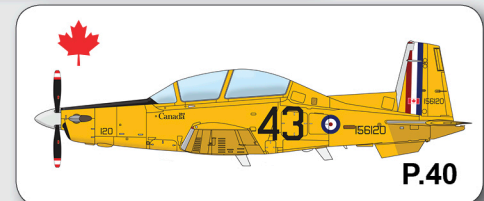
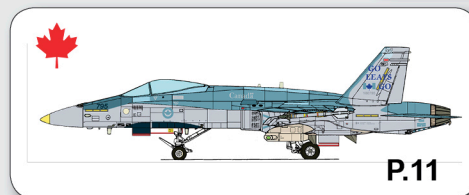
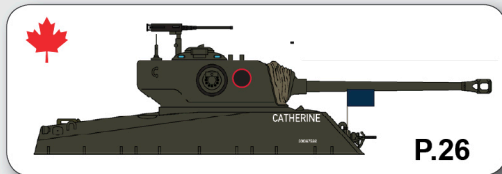
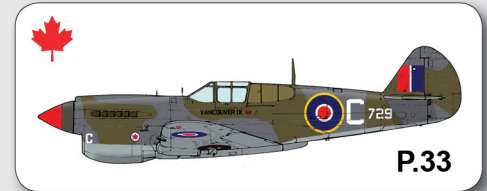
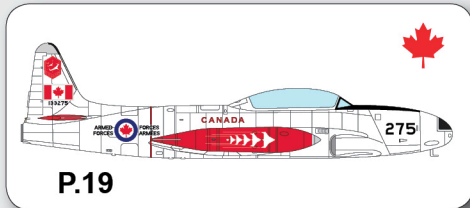
Also in this issue:

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- A CF-18 in Italy, 1999



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Future RTicles...

Here are some articles that are coming down the **RT** pipeline. If you have something that might fit in with related topic to make it a theme, please contact the Editor. Heck, if you've got something on any modelling topic, get in touch!

1:35 Leopard C2, CF-5 Aggressor Camo, 1:48 SEAC P-47D, 1:48 post-war RCAF Ventura, 1:72 TA-4F Skyhawk, 1:35 T-28 Soviet tank, 1:72 Hurricane XII, 1:72 Macross VR-1D, 1:48 CC-129 Dakota, 1:48 CT-133 Silver Star,

Canada's Sword – a short guide on creating a Canadair Sabre 6 in 1:32



Cleaning up the Classics!



1:32

By John Lumley, C#1000
IPMS Winnipeg, MB



beautifully-detailed white metal landing gear; see **Fig. 9** later in this article. *(It also included a clear fuselage that was of no interest to me).* Luckily I found an example, plus I was able to acquire the following aftermarket products to go with the kit:

- ◇ Cutting Edge resin 120-gallon drop tanks (CEC32103),

Background

The modelling industry has kindly provided us with a wide selection of F-86 Sabre kits in various scales. My preference is 1:32, and in that regard we have a choice of the venerable Hasegawa kit or the much newer Kinetic kits.

While I have yet to add a Kinetic Sabre to my collection, I do have two Hasegawa builds. These were my RCAF 414 Squadron Mk.4 and my Golden Hawks Mk.5, which I built in the early '70s when the kit was first released *(and, no, my Mk.4 shouldn't have a 6-3 wing but that was one of many modelling oversights I incurred back then)*

Some 40 years later and still having the original two builds, I found myself wanting a better representation of this wonderful aircraft. While I had a Hasegawa kit (kit ST-10) in my stash, I knew of a separate offering by Hasegawa (High-grade kit SK006) that included



My Hasegawa builds from the early '70s - a 414 Sqn Mk.4 and a Golden Hawks Mk.5

ROAD HOCKEY HORNET:

GO
LEAFS
GO

DECAL
SUBJECT

1:72

1:48



DND Canada photo CKD99-2053-08, 12 May 1999

Notes by Steve Sauvé
C#0323
Ottawa ON

A lot of OP ECHO CF-18 detail info was provided in the November 2022 beaveRTales - download at this link - ipmscanada.com/wp-content/uploads/2023/01/beaveRTales-11-2022.pdf

A Unique (and very temporary) CF-18 Markings Story

While deployed on OPERATION ECHO at Aviano Air Base in Italy in 1999, a CF-18A received some markings to show support for a certain emotionally-polarizing National Hockey League (NHL) team. Ultimately the Toronto Maple Leafs lost the Eastern Conference finals to the Buffalo Sabres, bringing a range of mixed emotions to hockey-loving Canadians.

The temporary markings were done up in blue vinyl decal film and cut out using a Gerber stencil cutter. This is very much the industrial version of the smaller Cameo and Cricut cutters that are very popular in the hobby today. These Gerber machines are typically used by Canadian Armed Forces (CAF) refinishers to produce vinyl stencils for painting the markings onto aircraft.

This Hornet was loaded up for air-to-air and air-to-ground operations, and it did taxi under its own power. However, the best first-hand information from people who were there indicates that '795 did not go flying with these markings in place. So these decals capture a snapshot in time; we're describing how the jet looked on 12 May 1999 - so a few hours before or a few hours later, the **GO LEAFS GO** markings may not have been there and the jet's loadout could have changed. Of course it's always your choice to do what you want on your model; we're just telling you how it was in the real world.

Why did they do this?

The markings were applied specifically to do up a home sports-news video story on the Toronto Maple Leafs being in the NHL Eastern Conference playoffs. The skit was that Canadian air force personnel were playing road hockey on the taxiway at Aviano, like so many Canadian kids do on their neighbourhood streets back home. Inevitably during the game-play someone yells, 'CAR!' or in this case, 'HORNET!' The players then quickly cleared the road, the armed jet taxied by, and then the players reset the nets and continued playing hockey.

The two military photographers who shot the video footage and the still images that you see here are two old friends and work colleagues; Warrant Officer Larry Graham shot the video and Master Corporal Danielle Bernier shot the stills. *(Both Larry and Danielle retired later as, respectively, Chief Warrant Officer and Chief Petty Officer, which are the highest non-commissioned ranks in the CAF).*

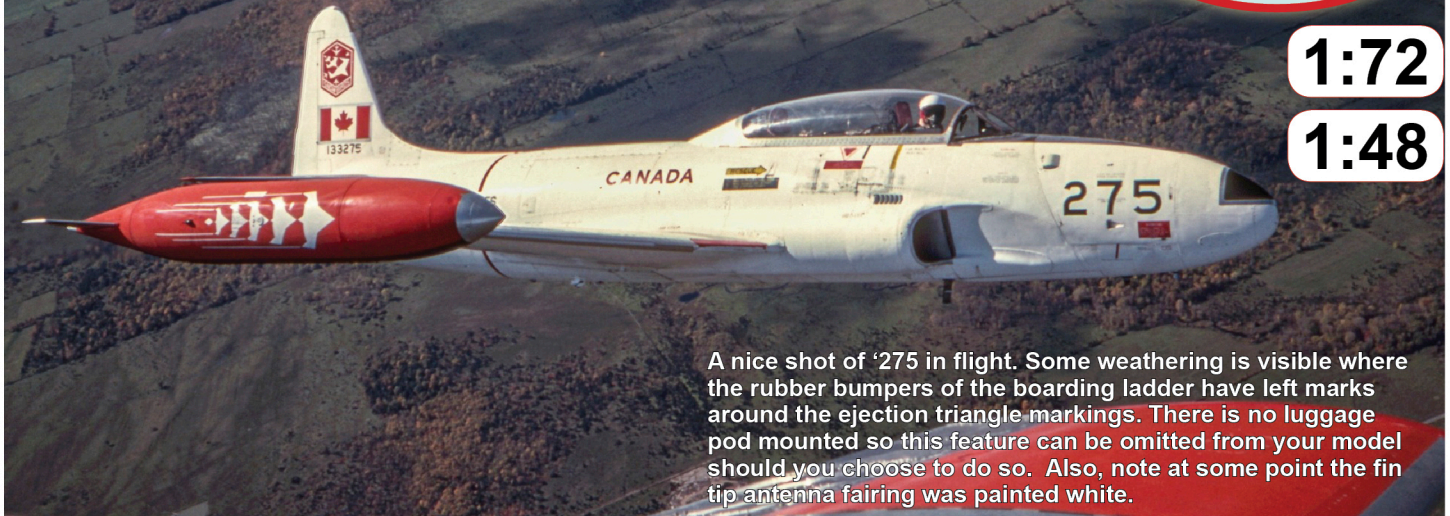
Unfortunately, the Kodak DCS-420 digital camera technology of 1999 only produced (then eye-watering) 1.5 megapixel imagery. This resulted in ... sub-optimal quality compared to today's digital cameras, or even a modest cell phone camera. With 20/20 hindsight, the digital imagery of the 1990s would have been better supported through the use of conventional film cameras. This would have produced high-quality imagery for archival purposes and a lot more detail would be available for historical examination today.

A Snowbirds T-Bird

DECAL
SUBJECT

1:72

1:48



A nice shot of '275 in flight. Some weathering is visible where the rubber bumpers of the boarding ladder have left marks around the ejection triangle markings. There is no luggage pod mounted so this feature can be omitted from your model should you choose to do so. Also, note at some point the fin tip antenna fairing was painted white.

Introductory notes by Jim Bates
IPMS Canada C#6008
Tacoma, WA



While the Snowbird's Canadair Tutor is an iconic Canadian symbol, it is lesser known that the team also operated a series of T-33s from 1972 until 1976. T-33s **133651** and **133275** were used by the team upon formation, while **133604** joined the team in 1975, and **133625** was used in 1976. **133651** never carried any Snowbirds markings, as it was the Base Commander's aircraft. **133625** also carried no Snowbirds markings. **133275** was painted white for the team, and **133604** had some Snowbirds markings, but was left in natural metal finish.

(Note that the early Snowbirds teams operated the T-33. By the time the team was formally reconstituted as 431 (Air Demonstration) Squadron on 1 April 1978, all T-33s had been retired from Snowbirds use.)

The T-33s were used by the Team Coordinator who would travel to show sites prior to airshow weekend to prepare for the team's arrival. At the time, the T-33s would occasionally also be used as "homing pigeons" in bad weather for the teams, as the Tutor was only outfitted with TACAN, and the T-33 had an ADF system which allowed better navigation in remote areas of North America.

The subject of the decals is a Canadair-built CL-30 with the construction number of 275. It was taken on strength by the RCAF as a Silver Star 3PT during 1954 as serial number 21275. It appears it spent most of its early life with 2 Advanced Flying School at RCAF Station Portage la Prairie before passing to 414 Squadron. Redesignated as a CT-133 with a serial of 133275, the aircraft was placed in storage in Saskatoon. Brought out of storage, the aircraft

was assigned to the Snowbirds and was repainted overall white like the early Snowbirds Tutors (The Snowbirds did not change to their current scheme on the Tutors until 1974.)

After use with the team, 275 was placed in storage in Downsview as Instructional Airframe 768B before being moved to the Aerospace Maintenance Development Unit at CFD Mountain View, Ont., in March 1994. In 2010 the aircraft was placed on loan to the Canadian Warplane Heritage Museum and exhibited in a hands-on display in RCAF markings. Restoration of the aircraft started in 2022 to return it to its Snowbirds scheme.

Available Kits

Every kit of the T-33 has been of a U.S.-manufactured variant. The Nene-engined Canadair CL-30 has some additional vents as illustrated in the colour profile.

1:72 has seen kits issued by Hasegawa, Heller, Sword, and Platz. The Platz kit is the best option and has also been reboxed by Italeri and Tan Model.

1:48 T-33s have been issued by Hawk (reboxed by Testors), Hobbycraft (reboxed by Academy), and Great Wall Hobby. Great Wall Hobby's T-33 certainly has the best detail and accuracy of the 1:48 T-Birds.

Some CT-133 Resources

- ◇ nabe3saviation.web.fc2.com/waCT133.html
- ◇ silverhawkauthor.com/post/canadian-warplanes-6-jets-canadair-ct-133a-silver-star



(P-40E-1) Kittyhawk Mk. IA, RCAF Western Air Command, 1945



**DECAL
SUBJECT**

1:72

1:48



Notes by Jim Bates *
IPMS Canada C#6008
Tacoma, WA



(* - with some kibbitzing by the editor)

I have always found it amusing that the Western Air Command is abbreviated as "WAC," because some of their choices, especially with paint schemes, seem out of whack with the rest of the RCAF Home War Establishment (HWE) and, certainly, with the RAF. Our decal subject, Kittyhawk Mk. IA, serial 729, is one of these oddities.

All RCAF Kittyhawk Is were delivered from the factory in the Temperate Land Scheme (TLS) of Dark Earth/Dark Green over Sky. (Or U.S. equivalents of these colours.) However, at some point in 1943/1944 the WAC repainted many of its Kittyhawks in an approximation of the RAF's Day Fighter Scheme. It is unknown why this was done. Kittyhawk III's and Kittyhawk IV's delivered from the U.S. in Olive Drab over Neutral Grey and the Kittyhawk Is were in TLS. I wonder if someone in power was disturbed by the lack of a cohesive paint scheme, and ordered the then current RAF Day Fighter Scheme be applied to all WAC Kittyhawks?

Much ink has been spent on what colours were used on British manufactured aircraft for the RAF and I'm not going to weigh in on the debate. Our subject aircraft should be painted Dark Green/Ocean Grey over Medium Sea Grey. What exact colours were used is anyone's guess. Look at the photos and the "Son of

Lassie" video and make your own choices. Note that unlike RAF aircraft in the Day Fighter Scheme, no yellow was applied on the leading edge of the RCAF Kittyhawks.

Vancouver IX was originally delivered to the RCAF as ET862 and sent to the West Coast for use with 132 (F) Squadron in British Columbia. It was later re-serialised 729 and passed to 133 (F) Squadron. On June 11, 1944, it suffered Category C damage after an engine fire. Flying Officer Thompson was practicing formation flying when his engine caught fire at 20,000 feet. The Accident card states that the pilot "attempted wheels down landing at base (RCAF Sea Island, B.C.); overshot runway due to excessive speed; jumped a ten feet ditch and came to a stop wheels up." The pilot was not injured. It is assumed the aircraft was repaired and post-war the Kittyhawk was sold to the U.S. It was reportedly scrapped at Boeing Field in Seattle.

Oddly, Kittyhawk 1058 was named **VANCOUVER VII** (see RT Vol. 4, No. 4), so it makes me wonder how many RCAF Kittyhawks were named Vancouver?

DECAL HISTORY: This is not the first decal sheet containing markings of Kittyhawk 729. In 1969, Frog reissued their 1959 P-40 kit with these markings but got confused and depicted the aircraft in a desert scheme. (Not a good camouflage for use on Canada's west coast!)

KITTYHAWKS IN SCALE

Pretty much every model manufacturer has had a P-40 of some sort in their line. In 1:72, the best option is the recent Special Hobby Kittyhawk IA kit. In 1:48, Hasegawa is probably the best, although the AMT/Italeri P-40E may be a good option for those on a budget.

P-40 aftermarket upgrade items abound, limited only by how much you want to invest in this project. A trip to Scalemates will help guide your wallet drainage plan.

Canada's Korean War M4A3(76)W HVSS Sherman Tanks

DECAL
SUBJECT

1:35

"Through the mud and the blood to the green fields beyond" - Major-General F.F. Worthington, father of the Royal Canadian Armoured Corps

Information compiled by
Anthony Sowards, C#3808
Edmonton AB



The clamshell shovel of 23 Field Squadron, RCE, lends a hand in lifting the turret off of BRONCO in the summer of 1952. Most tanks carried two spare wheels by this time as mines took their toll, and the rack on the hull side is a fairly typical example of the field expedient stowage made up by the unit fitters.

of explosion in the event of penetration of the armour by enemy fire. The tanks equipped with this protection system were designated "Wet".

The Vehicle

Many people call this tank the M4A3E8 - 'The Easy 8.' This designation was only officially applied to the prototype vehicles used to test the new HVSS (Horizontal Volute Spring Suspension) system. Its experimental 'E8' designation led to the 'Easy Eight' nickname for Shermans so equipped. The HVSS suspension modification was an effort to improve the ride and increase the mobility of the Sherman, as the tanks had progressively become heavier with increased armour and a bigger 76 mm (3-inch) gun. The HVSS system used four wheels per bogie instead of two, which allowed the installation of wider tracks; 23" (58.42 cm) compared to the normal 16" (40.66 cm). It did give better performance on soft ground and allowed for a smoother ride.

The letter 'W' in the designation referred to the fire-resistant wet stowage containers for the 76 mm shells. The ammunition storage in the new tanks was improved by surrounding the racks with water and ethylene glycol-filled jackets. This was meant to reduce the probability

The tank's main gun was the long-barreled 76 mm L/55 M1A2 fitted into the larger T23 turret, which could penetrate 143 mm (5.6" in) of unsloped rolled homogeneous armour at 100 meters (110 yd) and 97 mm (3.8" in) at 1,000 meters (1,100 yd) using the standard M79 Armour Piercing (AP) round.

High-Velocity Armour Piercing (HVAP) ammunition, standardized as the M93, became available in August 1944 for the 76 mm gun. The projectile contained a tungsten core penetrator surrounded by a lightweight aluminum body, which gave it a higher velocity and more penetrating power.

The M4A3(76)W HVSS had a five-man crew. The driver and co-driver sat in the front of the hull, with the driver on the left and co-driver on the right. The crew commander, loader and gunner sat in the turret. The crew commander's position was on the right side of the turret, the loader sat on his left and the gunner sat in front of the commander.

CT-156 HARVARD II

in BCATP Markings, 2016

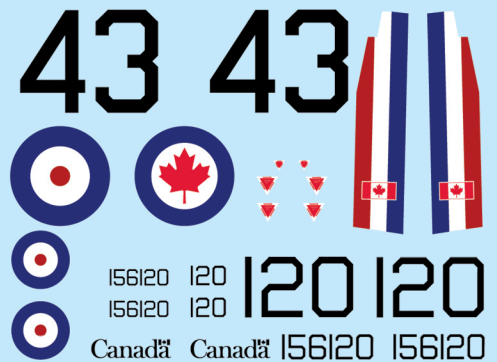
1:72

1:48

DECAL
SUBJECT



(DND Canada photo)



Notes by Steve Sauvé
C#0323
Ottawa ON

The CT-156 Harvard II has been in use as a trainer aircraft for the Canadian Armed Forces since 2000. Twenty five airframes have been involved in this leasing program by CAE, with registration numbers 156101 to 156125. The CAF fleet is based at 15 Wing Moose Jaw, Saskatchewan and normally wears a smart dark blue colour trainer scheme.

Harvard II 156120 was selected in 2016 to commemorate the 75th anniversary of the creation of the British Commonwealth Air Training Plan (BCATP). It was painted in overall gloss yellow, with a mix of current CAF markings and the historical RCAF markings that a Harvard would have worn in its training role during WW II.

MODELLING NOTES

The Canadian aircraft is a variant of the Pilatus PC-9 produced by Textron in the US and generally similar to the USAF JPATS T-6A Texan II, with some visible detail differences. While the CT-156 is generally very similar to the US version, the CAF fleet aircraft have two additional antennas on the belly, one a shorter blade antenna in between the landing gear and speedbrake, and a domed antenna, with both of them mounted forward of the large blade antenna that most aircraft seem to carry. We have pointed these out on the images in this article.

We have provided both 1/72 and 1/48 decals for this scheme, although it appears that the 1/72 kit is not currently readily available on the open market. In 1/48 there are a couple of sources - Isradecal produced a T-6A which was later released by Ibex under several different boxings. These can all be built up as a CT-156, with minor antenna and vent modifications, but check the decals if

your kit does not include the CAF option. The majority of the stencilling is common to the USAF and CAF versions and can be used to complete the colour scheme we have provided here.

DECAL NOTES

Due to space considerations we have only provided the CAF- unique markings used to create this scheme; you will need to use the kit decals and/or available aftermarket sheets for the appropriate CT-156 safety and maintenance markings. The reference photos included here and what can be found online will be helpful in this regard.

Several aftermarket decal sheets are available for the CT-156 decals, and these can be found at the Scalemates link listed in the Resources section below.

RESOURCES

- ◆ canada.ca/en/air-force/services/aircraft/ct-156.html
- ◆ en.wikipedia.org/wiki/Beechcraft_T-6_Texan_II#Canada
- ◆ jetphotos.com/aircraft/Raytheon%20CT-156%20Harvard%20II
- ◆ silverhawkauthor.com/post/canadian-warplanes-5-raytheon-ct-156-harvard-ii
- ◆ kestrelpublications.com/s/CT-156-Havard-II-Serials.pdf
- ◆ scalemates.com/kits/ibex-bx4801-t-6a-texan-ii--130564

