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Cover Comment: *John Lumley started with the Hasegawa 1:32 F-86F kit, added a bunch of aftermarket products and scratch-building to produce a very nice Canadair Sabre Mk. 6. See page 4 for the build article.*

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Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

I hope you don't mind that I'll be going off the reservation for my usual range of editorial ramblings and topics to talk about the future national health of IPMS Canada.

Succession Planning

By the time you read this you'll know that Kerry Traynor decided it was time to step back from his Chapter and Member Liaison duties on the executive. Kerry gave you and IPMS Canada ten great years as CML but he needed to move on to focus on real life stuff and nobody can argue with that. I will certainly miss his wit, patience and input on the various issues we do our best to deal with. And we currently have no one identified or stepping forward to replace him.

Time moves on and the time is coming when the IPMS Canada national executive committee members are going to be leaving their positions, one way or the other. Sooner or later it's going to happen and as a group we're not ready for it. I won't speak for others, but I will say that this time around (*I first helped with RT editing back in the late-1970s*) I've been doing the current editor gig since 2009 and I'm looking at how to best pass on the job to others - and I'm getting tired. I still like it but I'm looking towards where I can gradually hand off to a new editor (and their team if they so wish) to help make a smoother transition.

Like any volunteer organization, we need members who are willing to take on these jobs - see page 44 for the open portfolios. Simply asking the membership to step forward and try out for a job has not produced the results we'd hoped

for. If we can't even get people to volunteer for a role, how can we expect to run the elections that a few folks have asked for over the years?

We need IPMS Canada members, and preferably younger folks ("*younger*" being a relative term for several of us on the current exec), who are willing to come forward, sit in on the exec Zoom meetings, see what the various roles entail and to start to learn the jobs and where they might best fit in. If you're a member of a chapter, great; if you're not but you're interested in helping, then that's great too. If you're interested in any of the portfolios, please send an email to box626@ipmscanada.com and we can talk about it.

And not to put too fine a point on it - if we don't find people who want to help do these jobs, then try to imagine the future of IPMS Canada.

The IPMS/USA Nats

As you may have read in *RT* and past *beaverTales* we're no longer doing the IPMS Canada Best Canadian Subject Award, and so there is no Nats coverage for 2023 in this issue. I was able to attend the IPMS/USA National Convention in San Marcos, TX, and it was another great show. Over 3000 models in competition and a large selection of vendors was there to help redistribute one's financial resources. I had a great time and it was awesome to meet up with friends and new people and talk about the hobby. As much fun as a one-day contest can be, it doesn't really compare to a full four-day event like this. If you can ever manage to make the trip, the IPMS/USA National Convention is something that is a really worthwhile addition to a modeller's bucket list.

More Free Decals!

This issue includes a free decal sheet for the active membership. We chose subjects that we hope you'll find interesting and model-able. If any of the subjects or scales are not your cup of tea, consider sharing them with a fellow modeller and show them this value-added aspect of IPMS Canada membership. You folks are our front-line ambassadors to make your friends aware of the national organization. And please reach out to us if you have any ideas and research material for future subjects!

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

By John Lumley, C#1000
IPMS Winnipeg, MB

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 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),
- Eduard F-86F-40 Interior 32-027 photo-etch detail set
- Eduard F-86F-40 Exterior 32-028 photo-etch detail set
- Eduard pre-cut masks (JX-054),
- TAC Scale (later produced by Custom Aeronautical Miniatures) resin cockpit (32031) and
- Leading Edge's "NATO Top Guns 3 Wing" Canadair Sabre decals

This was all that I required to build my next Canadair 434 Squadron Mk.6 CL-13 Sabre.

The Model – Changes Needed

To keep this narrative short and simple, changes made to the Hasegawa kit included:

- clipping the F-86F-40's extended wing tips down to match the Sabre 6 configuration. This entailed the removal of the 3/8" wide portion indicated in red in **Fig. 1**, sectioning the removed wing tip cap to correspond with the aileron and remaining wing tip and adding those two portions of the wing tip cap to the shortened wing tip and aileron. (**Note: this change is needed for all Canadair Sabres**)
- removing/reducing the dorsal 'hump' just forward of the vertical stabler (**Fig. 2**) (**this hump was found on US-built Sabres but it was virtually flush with the surrounding fuselage skin on Canadair jets**)

- ❑ adding the port and starboard side fuselage vents (**Fig. 3a/3b**) (*Note that the fuselage panel lines of the Hasegawa and Kinetic kits reflect that of a J47-powered F-86 and not a Canadair Orenda-powered Sabre. I compromised by not scribing the Canadair-specific panels and accepted that the inaccuracy would be minimized by the camouflage scheme.*)
- ❑ scratch-building the distinctive 'sugar scoop' covers for the two ventral cooling air intakes (*This feature can be confusing. Sabre guru Jim Craik says that all Sabres left Canadair without the scoops installed; they were fitted by the RCAF on Sabre 6s and the remaining Sabre 5s in service. See sidebar info on page 8.*)
- ❑ modifying the pitot tube to include the bend that allowed clearance for the extended wing slats
- ❑ carefully cutting away and saving the port ammunition bay access door/cockpit entry step
- ❑ (**Fig. 6**) adding the access step detail to the inside of the removed ammo bay access door/step
- ❑ (**Fig. 4, 6**) adding three scratch-built .50" cal. ammo bins
- ❑ (**Fig. 4, 6**) adding cast-brass .50" cal belts (producer unknown) inside the Eduard photo-etch ammo feed
- ❑ (**Fig. 4, 6**) partially filling in the slots for the leading edge wing slats and modified the leading edge slats to allow adding them in the deployed position after the model was painted.
- ❑ adding the TAC Scale cockpit and incorporating some of the Eduard components. (**Fig. 4, 6**) Like most resin cockpits, repetitive sanding/test fitting was required; and
- ❑ adding some of the Eduard exterior photo-etch parts. The speed brake interior door parts are a big improvement over the kit parts. (**Fig. 7**)

Paint and Markings

Various detail paints used include Model Master Dark Gull Gray, Red, Interior Green, Tamiya NATO Black and XF-4 Yellow-Green, Alclad Aluminum and Gunmetal, The camouflage was Xtracolor gloss enamel Dark Green, Sea Grey and PRU Blue. The 434 Squadron decals and stencils were from an out-of-production Leading Edge sheet, all of which went on beautifully.

After allowing a day for the decals to set, I applied a coat of Alclad Matt, removed the Eduard pre-cut masks and the model was complete.

Conclusion

While modern jets may go higher, faster and carry a variety of amazing weapons, few, if any, can match the beauty of the Sabre. It was the Spitfire of the early jet age and in the late '50s and early '60s Europe, the Canadair Sabre Mk.6 ruled the European skies.

About the author:

John Lumley believes that his first model was an Airfix polybag Gloster Gladiator which he 'sort of' assembled, minus the upper wing, and with no paint. In his youthful, less than critical eyes, it was his Spitfire. That was over 60 years ago in Bonnie Scotland. Since then, he adopted Canada as home, served with the RCAF and CAF for some 41 years, logging almost 9500 hours in various cockpits and never strayed from building models. His subjects of choice are aircraft which usually have a Canadian connection but has also strayed and built the odd armour and naval subject for a change in pace.

ROAD HOCKEY HORNET: Go Leafs Go

A C15TA Armoured Truck in South Vietnamese service

Notes by Steve Sauvé

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Ottawa ON.

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.

Decal Notes

The decals we have provided require you to use the CF-18 decals included with some releases of the available Hornet kits, and/or to obtain a suitable aftermarket sheet.

We had to economize in order to make room for the other subjects on the sheet. So in order to use these decals you'll probably want to start with a kit that already includes CF-18 decals, or obtain one of the aftermarket sheets out there. Notably you will need to:

- add most of the airframe stencilling.
- remove the text 'NO STEP' markings from the kit-supplied light grey tailplane walkway border stripes and add the graphic X'd footprints to the tailplanes as indicated.
- in total there are 45 of the graphic-style 'NO STEP' markings on the wings, tailplanes and parts of the fuselage on 795 (there are about 47 on a fully-painted CF-18). See photos and our drawings for placement guidance. We have provided you with 48 decals in both scales to allow for losses in application Good Luck, especially in 1:72!
- depending on your personal tolerance, the [GO LEAFS GO](#) decal may need to be separated and the elements repositioned to match the critical landmarks on the tailfin of the F-18 kit you're using. (*test fitting on three different 1:48 kits and they were all different. They should fit the best as is on the 1:48 Kinetic kit*). See the drawing and guide photo to show where the temporary markings are located in relation to various points on the aircraft.
- CF-18 795 originated from 416 Sqn, so the light grey overpaint on the vertical fins covers their distinct 'Lynx' badge. This is important as it also helps the seriously detail-conscious modeller with adding the tiny 'ownership' stencils on things like the wing pylons (see photos).

Modelling Notes

External stores:

The stores loadout for the photo shoot for [GO LEAFS GO](#) was as follows:

- of the four SUU-63 wing pylons, the starboard outboard was a 'fat' pylon carrying the ALQ-162 ECM gear. This was typical for the jets deployed to Aviano on this deployment
- AIM-9M Sidewinders on Station (Stn) 1 and 9 (wingtip)
- GBU-10 2000-lb bombs on Stn 2 and 8 (outboard wing)
- 330-gallon fuel tanks on Stn 3 and 7 (inboard wing)
- AN/AAS-38 NITE HAWK pod on Stn 4 (port intake trunk)
- a 330-gallon fuel tank on Stn 5 (centreline)
- an AIM-7M Sparrow on Stn 5 (starboard intake trunk)

Other notes:

- in 1999 the ejection seat was still the original Martin Baker Mk.10 (also known as the SJU-9/10). The current NACES seat was introduced later in the 2000's.
- the strengthening plates and skin doublers at the centre fuselage do not appear to have been added to 795
- 795 does not appear to have the doubler strip over the fasteners on Door 3 (the big door on the bottom of the fuselage below the M61 Vulcan cannon).
- there are two cockpit video recording cameras mounted; one on each of the canopy sills.
- the identification spotlight was removed, with the opaque cover installed on the inside of the gun loading door.
- tail fin doubler - note that this doubler plate is only on the left side of both the port and starboard fin.

Colour and Painting Notes

The basic colour scheme for a CAF Hornet can be pretty ... dreary. There a few things you can do to jazz it up a bit, either to please yourself or those who will view your model:

❑ the paintwork on 795 is patchy (as it is with most CF-18s in service), with clear evidence of panel repaints or replacements. Adding some of these would help break up the monotone look of 795:

- ❑ there are darker areas of Blue 35237 on the nose, the right hand LEX and the right wing flap.
- ❑ there are lighter areas of Blue 35237 on the spine.
- ❑ the framing on the canopy is painted in lighter shade, either Blue 35237 or possibly Grey 36375.

❑ the AIM-9M missile bodies are about the same shade of grey as the airframe, but the rear fins are a slightly lighter, less-bluish grey. See photos. Note that live AIM-9s have brown bands (indicating a rocket motor) and yellow bands (indicating high explosive), along with a neat little red-and-green arming key. There is a sand-yellow plug at the aft end of the missile which presumably is obliterated when the missile motor ignites. The small 'rollerons' at the aft end of each tail are natural metal.

❑ the LAU-7 wingtip missile launchers are in a lighter shade of grey than the top surfaces; they are probably painted in Grey 36375 or something similar.

❑ the AIM-7M missiles have brown and yellow bands, along with cream-coloured nose cones.

❑ the air refuelling door on the nose has been damaged and was in a green metallic primer coat.

❑ the various antennas are in lighter grey shades or off-white compared to the airframe.

❑ light grey anti-erosion tape wrapping around the wing leading edges, approx 2.5" on the top and bottom

❑ there are small red and white gauges on the fuselage sides between the wings and tailplanes

❑ the overlapping edges of the undercarriage doors and the mating airframe are painted in gloss Red 11105

❑ the external fuel tanks typically have a lot of dirt and scuff wear on the bottom where they sit on rubber-cushioned storage racks or from being hoisted into position.

❑ weathering - it's there, it's quite visible, and it's your decision to do it or not. If you do go for it, then the high wear and 'crud' areas on 795 are the various access doors on the nose, the wing fold hinges, the leading edge flap hinges, and the LEX walkways.

❑ If you want to go all-out there are several varieties of 'REMOVE BEFORE FLIGHT' streamer and pins mounted all over the aircraft. See the photos in this article and those that were in the BT article from November 2022.

Aftermarket Notes

The following items may be helpful to create the configuration for this scheme:

- ❑ F/A-18A Tail Stiffeners, Orion Models 1:48
 - ❑ Posable AN/AAS-38, MAW-Decals 1:48, 48-R016
 - ❑ Posable AN/AAS-38 48-R015, For Hasegawa Kit
MAW-Decals 1:48, 48-R015
 - ❑ CF-18 update set, The Major 1:48
-

A Snowbirds T-Bird

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

Notes by Jim Bates *
IPMS Canada C#6008
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(* - 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-serialled 729 and passed to 163(F) and finally 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?

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.

Some P-40 / Kittyhawk Resources:

ipmsstockholm.se/home/modellers-guide-to-curtiss-p-40-variants/

ipmsstockholm.se/home/curtiss-p-40e-in-detail/

p40warhawk.com/

en.wikipedia.org/wiki/Curtiss_P-40_Warhawk_variants

Son of Lassie aircraft footage - [youtube.com/watch?v=qellQ3ARw5s](https://www.youtube.com/watch?v=qellQ3ARw5s)

scalemates.com/search.php?fkSECTION%5B%5D=All&q=p-40E*

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

Information compiled by
Anthony Sowards, C#3808
Edmonton AB

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

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.

Armour Protection

- ❑ The cast M23 turret was extremely thick, featuring an impressive 152 mm (6 in) of armour on the mantlet. The sides were also well sloped, 38 mm (1.5 in) thick. The armour thickness for the turret front (without the mantlet) was 127 mm (5 in), the roof was 25 mm (1 in).
- ❑ The lower and upper hull plates were 76 mm (3 in) thick, but some additional protection was provided by the large storage boxes mounted on the wider track mudguards, along with the drivetrain and suspension on the lower part of the hull.

- The hull rear was 38 mm (1.5 in) thick, the frontal hull deck was 29 mm (1.14 in) and the engine deck was 14 mm (0.55 in), while the hull floor was 17 mm (0.67 in) thick.

One advantage that the M4A3(76) had in Korea, as opposed to WWII, was the ready availability of the HVAP ammunition. Although tank duels were rare, these shells could penetrate the Communist's T-34/85 tanks' frontal sloping armour at normal combat ranges.

The Sherman's basic ammo load was determined by the tactical situation on the ground. The normal chosen load would consist of 41 rounds of High Explosive (HE) shells, 15 rounds of White Phosphorus (WP), 7 rounds of HVAP and 7 standard AP rounds. Korean War tankers often carried additional boxes of .30" and .50" machine gun ammo on the exterior of their tanks.

Deployment

With the outbreak of war in Korea, Canada decided to deploy an armoured unit to support operations during the conflict. The unit was a composite tank squadron, fielded as 1/2 A Squadron (as the soldiers came from both the Lord Strathcona's Horse (Royal Canadians) (LdSH or Strathcona's) and Royal Canadian Dragoons (RCD)). At first it was anticipated that M10 Achilles Tank Destroyers equipped with 17-pounder guns would be used; the tank squadron was equipped with them and they landed in Pusan, Korea on May 4th, 1951.

On landing, after negotiations with US Military officials, the decision from Ottawa was made to switch their vehicles for American M4A3(76)W HVSS Shermans. These tanks came from stocks already positioned in Korea for the US Army & US Marine Corps. These 30 tanks (with 10 of them held in reserve), which were bought and paid for, were first crewed by the now-named C Sqn of the LdSH.

The squadron had 20 tanks and was composed of four tank troops, which in turn had four tanks each. The squadron headquarters would operate the four remaining tanks and the regiment would serve with the 25th Canadian Infantry Brigade (25th Cdn Inf Bde).

The Strathcona's fielded the sub-unit tank squadron rotations from 1951 through April 1954 with respective squadrons C Sqn, B Sqn, A Sqn, after which they then passed this duty on to D Sqn of the RCD.

United Nations Operations – Korea

- May 51 to June 52 - "C" Sqn LdSH
- June 52 to May 53 - "B" Sqn LdSH
- May 53 to June 54 - "A" Sqn LdSH
- June 54 to November 54 - "D" Sqn RCD

The Shermans were returned back to the Americans in November 1954. After this date most of the Canadian forces deployed to Korea returned home as hostilities ceased with the Korean War armistice agreement.

Tank Names

- Tanks in A Sqn were given white-painted names that began with the letter A, e.g., 'ARGYLE II'.
- Tanks in B Sqn were given names that began with the letter B, e.g., 'BEOWULF' (it has been noted that the B Sqn names were in yellow, but the War Diary states the names were all done in white).
- Tanks in C Sqn were given white-painted names that began with the letter C, e.g., 'CHEETAH' 'CATHERINE', 'CASSINO'.
- Tanks in D Sqn were given white-painted names that began with the letter D, e.g., 'DALMATIAN', 'DACHSHUND'.

Markings

A Sqn tanks had red triangle markings on the side of the turret, B Sqn had red square markings and C Sqn had red circle markings. The inside space of these markings was painted black to cover up the US' white five-pointed star.

D Sqn was a mixed unit with members from various Armoured units supporting the RCD. A 'lazy D' symbol was painted on the rear of the turret instead. The D was rotated 90 degrees counterclockwise, with the curve of the D at the top and the straight line of the D at the bottom.

Formation badges were painted on and then the crews added the tank names based on the respective squadrons. All tanks received the red shield of the 25th Cdn Inf Bde: a white maple leaf and laurel wreath, with a yellow CANADA on the top, and the unit tactical sign of the Armoured Corps: a square with a diagonal split of red over yellow, with a black 41 superimposed. These two markings were applied to the front and rear of the vehicles. The tanks retained their original US serial numbers on the hull sides.

Vehicle Modifications and Variations

The Shermans came equipped with US radios, but the Canadian crews salvaged the British No.19 sets from the M10s and retrofitted them into the Sherman tanks. (Incidentally, the unneeded M10 Achilles tank destroyers were shipped to Japan, then on to the UK to be given to NATO allies.)

Over the time spent in service, extra armour was added in the way of spare tracks ('borrowed' from British Centurion tanks that were recovered by the Royal Canadian Electrical and Mechanical Engineers (RCEME), added to the hull/turrets and a modification to mount the spotlight to the turret.

Another key modification was to move the .50" cal machine gun mount from the back of the turret to the front of the commander's hatch, which happened later in 1952.

Some tanks had the early Sherman production two-piece split commander's hatch on the T-23 style turret; these tanks had come from USMC stocks, according to some Strathcona's Korean War vets.

Sherman M4A3E8 Kits

As of this writing in 2023 the best kit to represent a Canadian-used tank in Korea is the Ryefield Model Kit No. RM-5028 - M4A3E8 Sherman "Easy Eight." The kit has fantastic and crisp detailed parts compared to the offerings from Tamiya, Academy, DML, TASCA/ASUKA. But, pretty much any M4A3E8 kit can be used, just make sure you do the proper research before you start the build.

Sherman Aftermarket Some great aftermarket accessories are available as well, ABER and DEF Models make great metal 76 mm gun barrels, and there are some great new 3D-printed track sets that can be ordered from many online retailers or on ebay from international sellers.

References and Resources

Online:

- tanks-encyclopedia.com/coldwar/canada/m4a3-76w-hvss-sherman-the-korean-war-easy-8-tank/
- canadiansoldiers.com/vehicles/tanks/shermantank.htm
- tankhistoria.com/wwii/sherman-identification/
- theshermantank.com/the-sherman-tank-variant-page-pages-for-each-type-of-sherman-tank/

Publications:

- Sowards, Anthony, DVD reference set: Canadian Post War & Korean War Shermans (Currently out of print, but may be available from third party sellers)
 - Dingwall, Don, Canadian Vehicles in Korea, Service Publications, 2014. (Out of print, but may be available from third party sellers)
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CT-156 Harvard II

In BCATP Markings, 2016

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

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