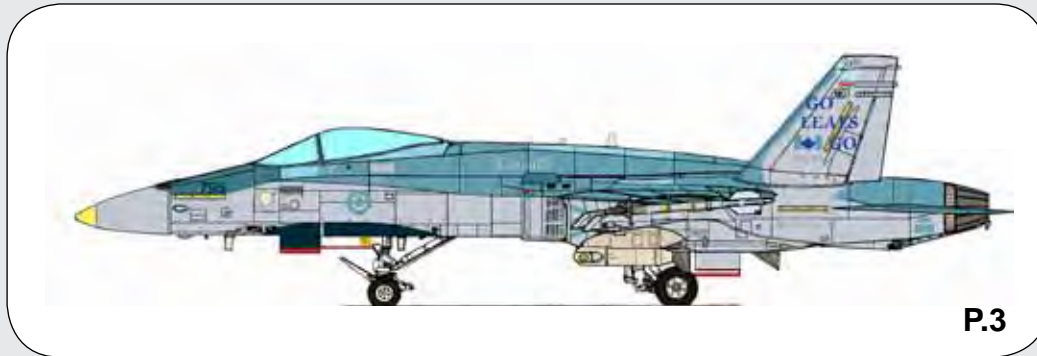


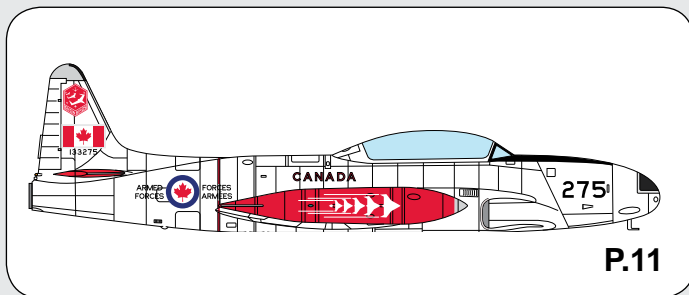


## Subjects

<b>Road Hockey Hornet: A CF-18 in Italy, 1999</b> Steve Sauvé, Ottawa ON .....	<b>3</b>	<b>Korean War M4A3(76)W HVSS Sherman Tanks</b> Anthony Sowards, Edmonton AB .....	<b>25</b>
<b>A Snowbirds T-Bird</b> Jim Bates, Tacoma WA .....	<b>11</b>	<b>CT-156 Harvard II in BCATP Markings</b> Steve Sauvé, Ottawa ON .....	<b>32</b>
<b>Kittyhawk Mk. IA, RCAF W.A.C., 1945,</b> Jim Bates, Tacoma WA .....	<b>18</b>		



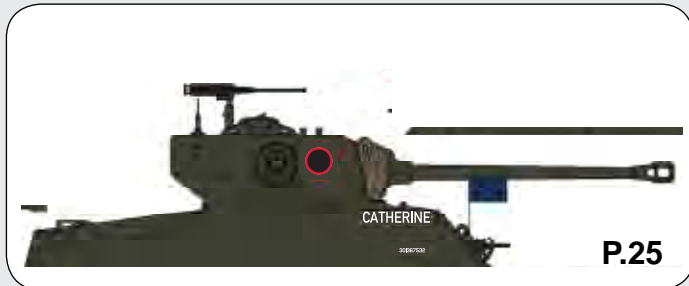
P.3



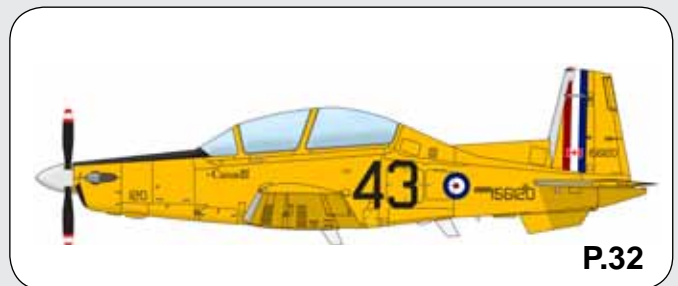
P.11



P.18



P.25



P.32

These decals were originally provided free to IPMS  
Canada members in RT Volume 45 • Number 3  
Fall 2023

# Notes



## About this sheet

This decal sheet was researched, produced by, and provided free of charge to IPMS Canada members in the September 2023 of RT (Random Thoughts), the quarterly journal of IPMS Canada. These sheets are provided periodically to our membership and we are making the surplus supply available to our membership and to the greater modelling public. If you're not already a member of IPMS Canada please read on to find out more about us.

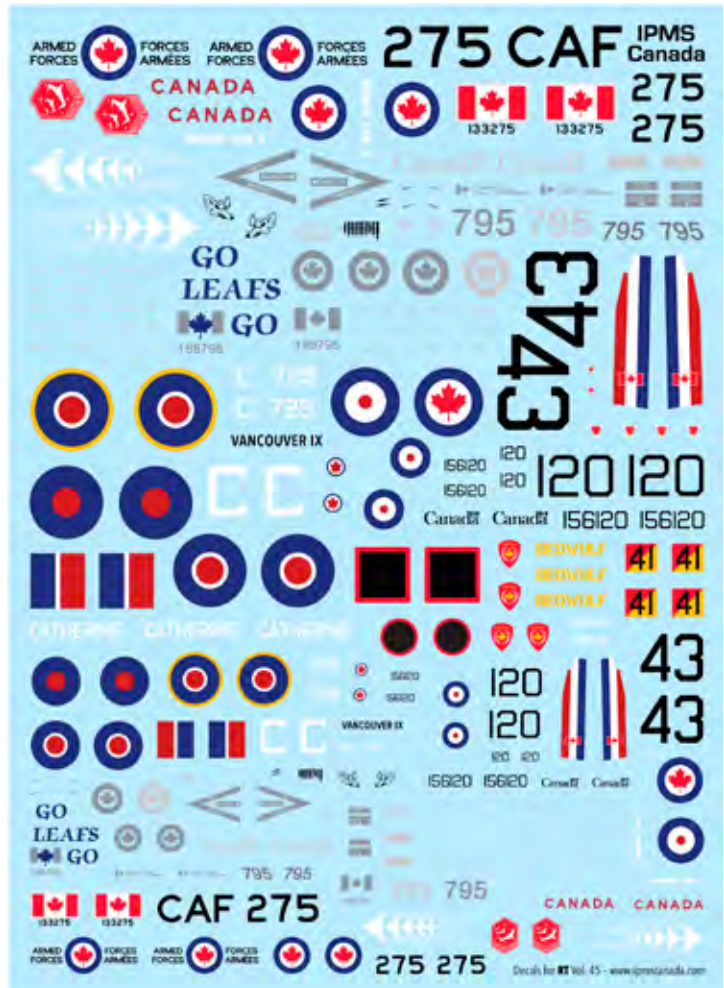
## About IPMS Canada

### We're Part of a Worldwide Society

The International Plastic Modellers Society is a unique, world-wide organization of hobbyists who enjoy plastic scale modelling, run on a voluntary basis, "by modellers, for modellers". The Society originated in 1963, when a small group of hobbyists in England met to discuss the hobby and to exchange ideas, news and views. They called their organization the British Plastic Modelling Society. It wasn't very long before word of the Society made its way to all corners of the world, and, as membership grew, the name was changed to IPMS in order to reflect the new International aspect. The Canadian branch was both granted a charter and founded in 1964, and today IPMS Canada is one of the larger branches of the Society. Like all IPMS branches, IPMS Canada is all-volunteer run and maintained.

A number of National Branches produce their own publications. Some, like IPMS Canada, also produce specialty items such as reference guides or decal sheets, which are available to members only. Some vendors, producers, and publishers provide discounts to IPMS Canada members. The Society is active at all levels in exhibitions and displays, and here our members can meet other modellers. Here also the public can learn something of the hobby and of IPMS activities.

[ipmscanada.com/product/ipms-canada-membership/](https://ipmscanada.com/product/ipms-canada-membership/)



There are IPMS Canada Local Chapters across Canada, some large, some small. If you live close enough to one of these Chapters to attend their meetings, we encourage you to do so. The fellow modellers you will find at Local Chapter meetings are probably the best source of modelling information anywhere. Most chapters have regular contests and demonstrations to help you improve your modelling skills and expand your knowledge.

If you enjoy building plastic scale models; if you would like to hear what other modellers are doing; if you would like to learn how to build better models; then you should join IPMS Canada. There are no restrictions on who can join. Just visit or click on the link below. We will enroll you, send a welcoming letter and membership card, and the first issues of the Society's magazine and newsletter. Welcome aboard!

# ROAD HOCKEY HORNET:

GO  
LEAFS  
GO

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](https://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.

## 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.

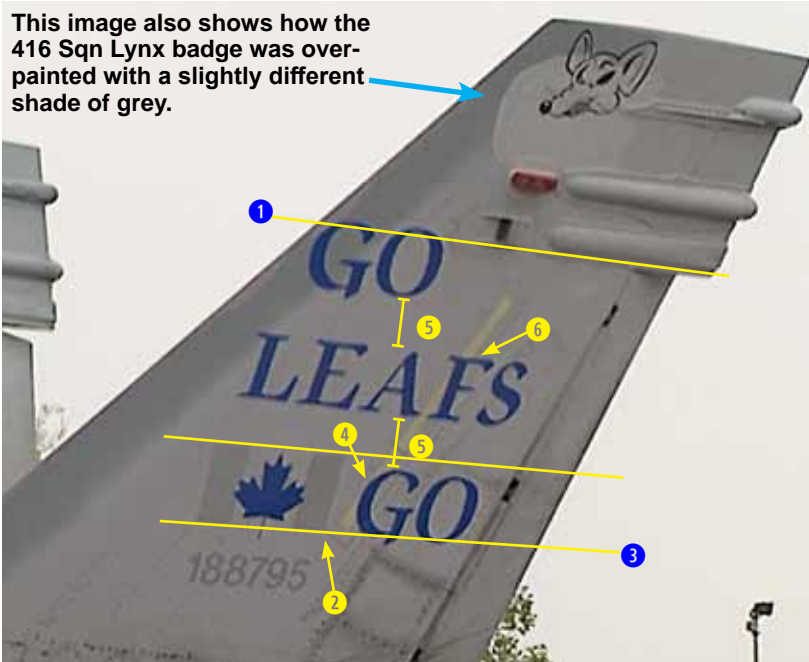
## Aftermarket Notes

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



This image also shows how the 416 Sqn Lynx badge was over-painted with a slightly different shade of grey.



◀ This frame grab from the CAF hockey skit video provides several details that show the CF-18 landmarks where you may wish to separate and line up the **GO LEAFS GO** decals on your model kit:

- 1 the top edge of the upper **GO** is just above the lower edge of the small vent intake on the fin. The **GO** is approximately centred between the fin leading edge and the forward edge of the vent panel.
- 2 the bottom right corner of the Canada flag virtually touches the forward lower corner of the frame of the night formation light ('slime' light)
- 3 the bottom edge of the lower **GO** is roughly in line with the bottom edge of the Canada flag
- 4 the left part of the 'G' in the lower **GO** is right on the forward edge of night formation light.
- 5 the word **LEAFS** is essentially centred vertically between the upper and lower **GO**.
- 6 note the position of the 'F' on the night formation light

▼ Hornet 795 following its hockey video debut. This gives you some good weathering ideas and other details, like the Day-Glo orange **LOADED** flag and the various orange and red Remove Before Flight streamers that are standard for parked jets. The positions of the two cockpit video cameras on the canopy frame are evident. Note the weathering on the GBU-10 bomb body and the pristine condition of the seeker head and guidance fins (this is typical).



DND Canada photo CKD99-2053-09, MCpl Danielle Bernier, 12 May 1999

# CF-18A 188795, OPERATION ECHO, Aviano Air Base, Italy, 1999

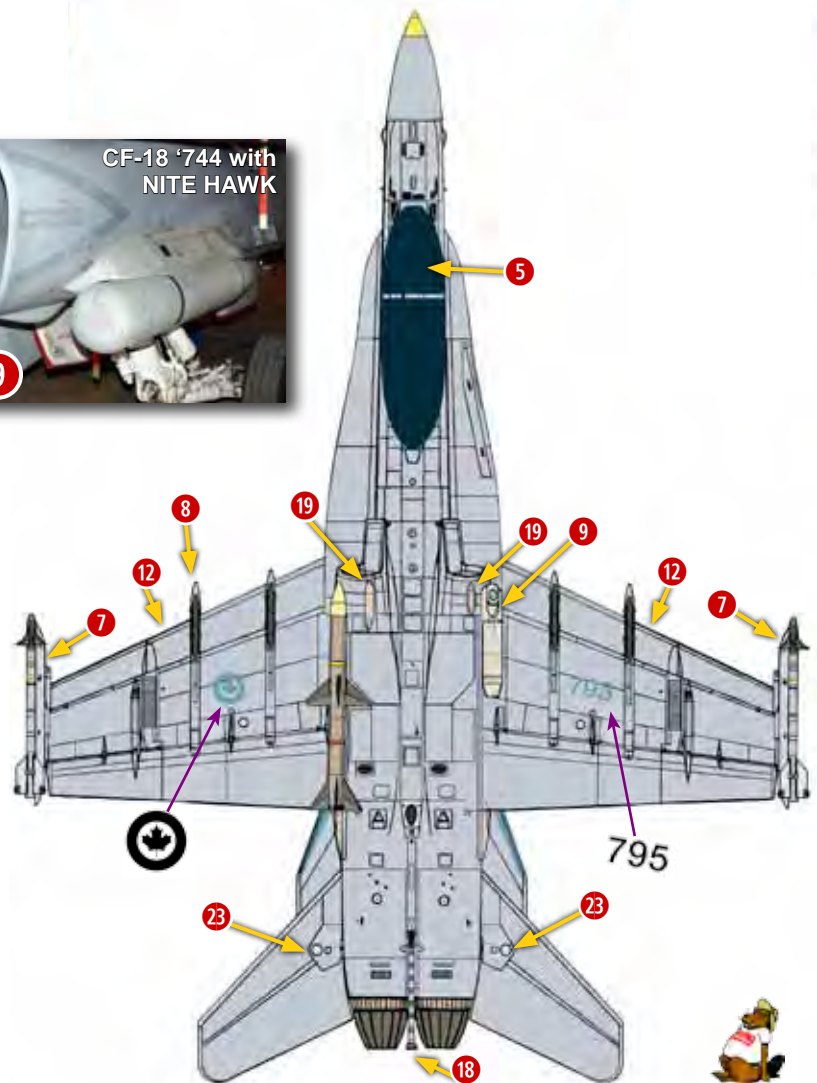


For clarity the decal call-outs are shown in black on these drawings



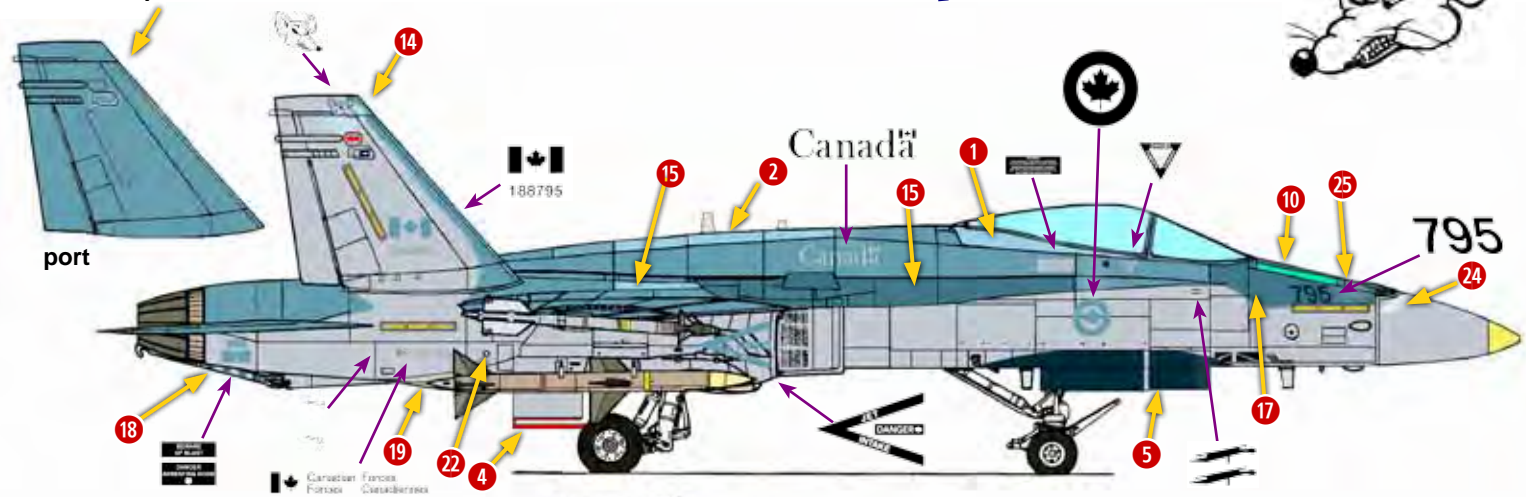
Note: the camo paint touch-up paint colour differences have been emphasized for clarity. See photos

- 1 The entire canopy is either in a lighter shade of Blue 35237 or another shade of lighter grey.
- 2 Several dorsal spine panels and the fuselage are in a lighter shade of Blue 35237.
- 3 The Night Identification Light is removed; it has an off-white internal blanking cover in its place behind the clear window.
- 4 The overlapping areas of the undercarriage doors and the airframe have gloss red edges.
- 5 The CF-18 false canopy is painted Grey FS 36118.
- 6 There are two lighter Blue FS 35237 panels over the wing roots. These panels sit a bit proud above the rest of the surrounding skin.
- 7 The wingtip LAU-7 missile launchers are painted Grey 36375 overall.
- 8 The starboard outboard SUU-63 pylon is the 'fat' type, containing the ALQ-162 ECM set.
- 9 The AN/AAS-38B NITE HAWK pod and its mounting pylon on Stn 4 should have been painted 36375, but it is obviously a lighter, less-blue shade, closer to US Gray 36495.
- 10 The repaired air refuelling door is finished in translucent green metallic primer, no doubt following repair or replacement during a flight incident.
- 11 Repainted area of Blue 35237 on most of the leading edge of the starboard inboard wing flap.
- 12 There is a 6" width of lighter grey anti-erosion tape wrapping around the wing leading edges, extending approx 2.5" on the top and bottom. It is coloured Grey FS 36320. See scrap view for details.
- 13 The GO LEAFS GO decals may need to be cut apart and custom-fitted, depending on which kit you use them on (see comments in photo).
- 14 The original black 416 Sqn Lynx badge at the top of the tail fins has been spray-painted over the camo paint in a lighter shade of grey.



face of fins showing 35237 touch-up

# 'The Balkan Rats'



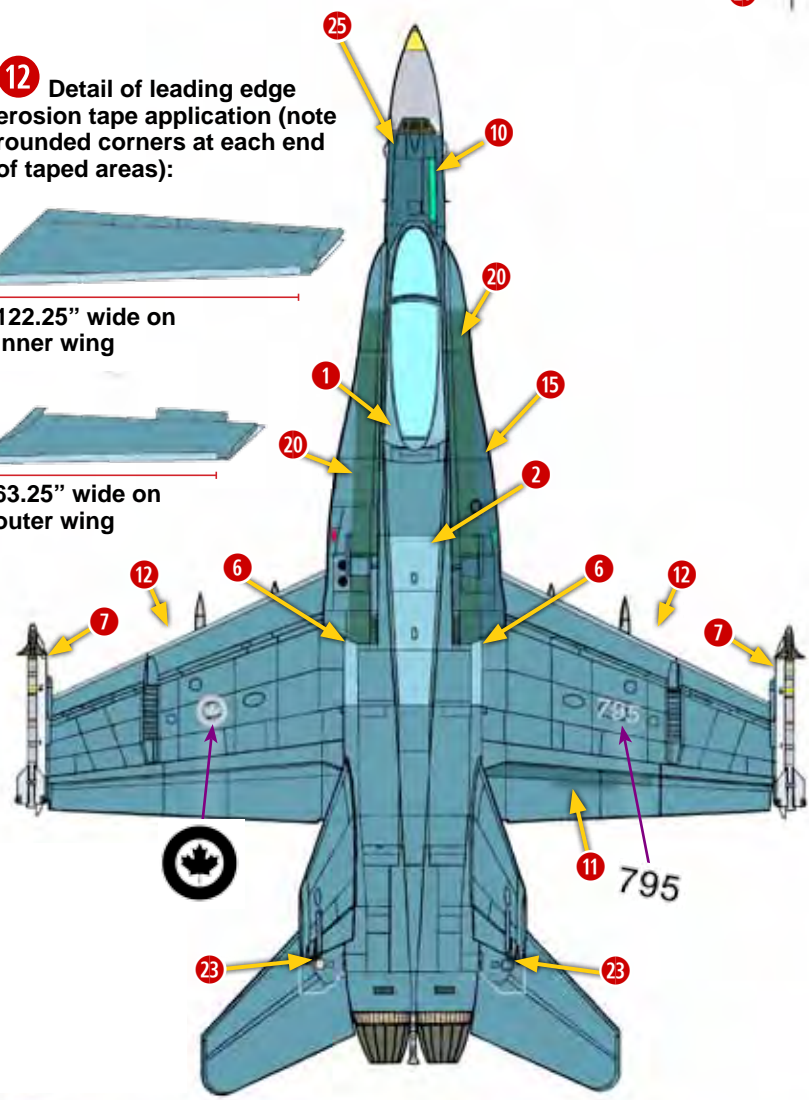
**12** Detail of leading edge erosion tape application (note rounded corners at each end of taped areas):



122.25" wide on inner wing



63.25" wide on outer wing



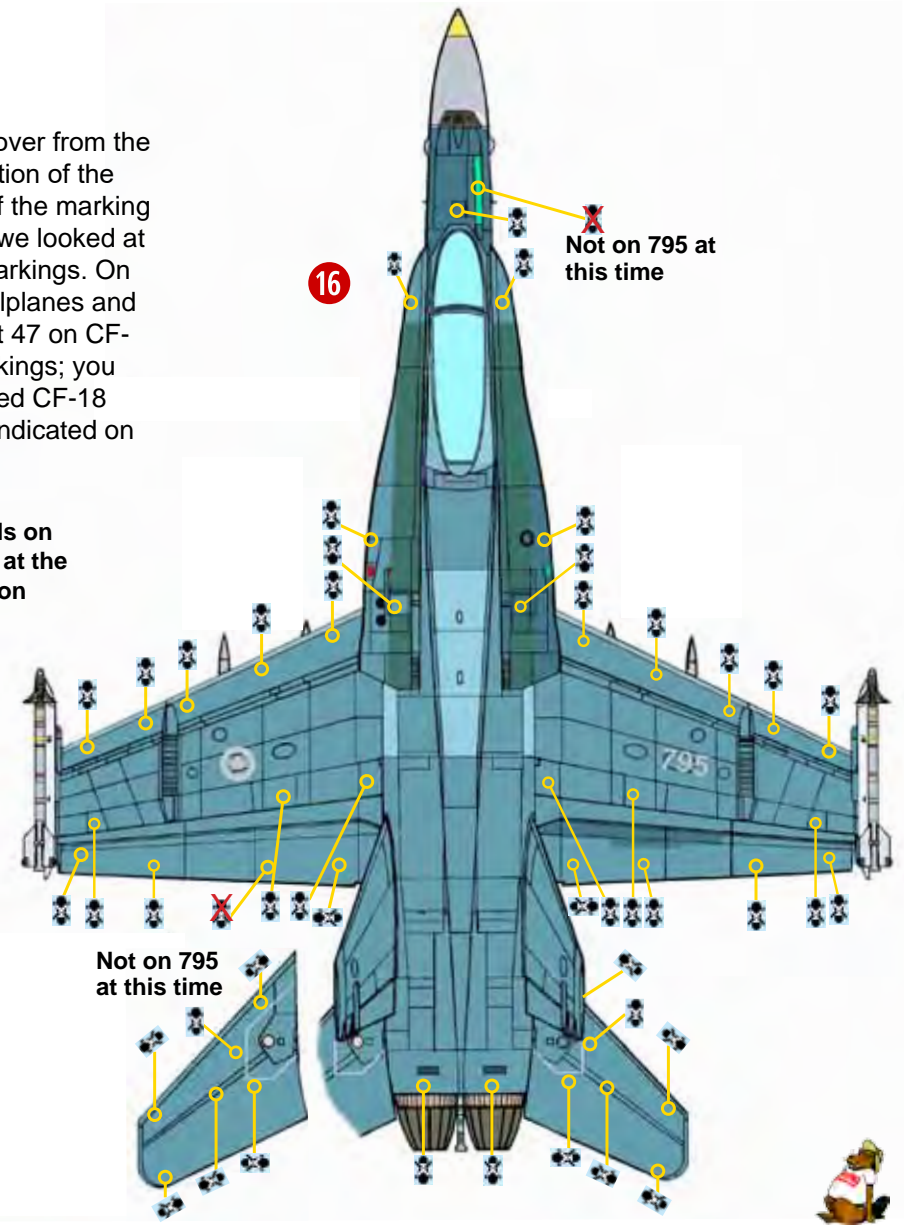
- 15** There are visibly darker (probably fresher paint) areas on the nose, on part of the right hand LEX.
- 16** The kits we looked at don't all include the current graphic 'NO STEP' markings. (see next page for location guide)
- 17** This area of the Blue 35237 camouflage pattern takes an unusual dip down on the starboard side.
- 18** Starting at the airframe attachment end, the arresting hook arm is painted in alternating 4" stripes of Blue 35237 and Grey 36375; the hook at the end is natural metal.
- 19** The AN/ALQ-126 ECM antennas mounted under the intakes and at the aft ends of the fuselage missile fairings are in a lighter shade of grey than the bottom of the airplane.
- 20** The LEX anti-slip walkways are overpainted with Blue 35237, but they tend to gather dirt and grime very quickly in use. They are illustrated darker here for clarity.
- 21** It is typical for the GBU (Guided Bomb Unit) type weapons to show different levels of weathering. The Paveway II nose and tail units are generally in pristine condition, while the Mk.80 series bomb bodies are generally much more beat up and rough looking.
- 22** There are small red and white pressure gauges in this position on both sides of the Hornet.
- 23** There are round caps on the top and bottom of the tail stabilizers; on '795 three are in a light grey colour while the one on the upper right side appears to be in Blue 35237.
- 24** There is a patch of lighter grey paint on the right side of the radome. It is presumed to be related to the incident that damaged the air refuelling door.
- 25** The area ahead of the windscreen appears to be in a darker shade of Blue 35237. This could be due to a repaint and/or gun blast staining.



# 'NO STEP' Markings

At some point in the 1990's the CAF changed over from the classic 'NO STEP' text to a graphic representation of the warning. There have been several variations of the marking noted to be in use on CF-18s. Most of the kits we looked at don't include the current graphic 'NO STEP' markings. On '795 there are about 45 found on the wings, tailplanes and parts of the fuselage. There are normally about 47 on CF-18s. Our decal sheet contains 48 of these markings; you will need 45 to do up this scheme. A fully-painted CF-18 needs about 47 of them. The missing two are indicated on the drawing.

Note that the No Step symbols on this drawing are represented at the same directions as they are on the real aircraft



## Photo Gallery of CF-188 188795 on OPERATION ECHO, Aviano Air Base, Italy, 1999



CF-18 795 taxiing for the hockey video.

DND Canada photo CKD99-2053-01, MCpl Danielle Bernier, 12 May 1999





DND Canada photo CKD99-2041-01, MCpl Danielle Bernier

◀ CF-18 '795 prior to the hockey video. Note that the Balkan Rats badge has not yet been applied over the painted-out 416 Sqn lynx badge. The lighter grey canopy is evident, as are the lighter grey dorsal panels. The air refuelling door is intact and properly painted at this point. Note the sharp angle of camouflage demarcation at the nose where the Blue 35237 drops down from the LEX towards the night formation light.

▶ A nice detail view of 795 at some point prior to the hockey video, It provides some good weathering ideas and other details, like the Day-Glo orange LOADED flag and several varieties of orange and red Remove Before Flight streamers that are standard for parked jets. You can see the different colours used on the missile body and the rear fins with the natural metal rollerons. The sand-yellow cap on the AIM-9M is evident here.



DND Canada photo CKD99-2005-03, MCpl Danielle Bernier

▶ 795 taxiing for the hockey video. Close examination of these photos reveals a very weathered paint job and endless possibilities for adding these details to your model.



DND Canada photo CKD99-2053-02, MCpl Danielle Bernier, 12 May 1999



DND Canada photo CKD99-2101-10, MCpl Danielle Bernier

◀ 795 a couple of weeks after the hockey video shoot, departing on a mission with an air-to-air loadout of AIM-9M Sidewinders, at least three AIM-7M Sparrow missiles, along with three external fuel tanks. You can see some of the features pointed out on the drawings - the unpainted air refuelling door, the lighter paint on the dorsal spine panels, and the lighter shade of the canopy framing. The lighter touch-up paint on the inner face of the port tail fin can also be seen here.

▶ 795 ready for a flight, sitting clean except for the usual external fuel tanks. Neither Sidewinders nor Sparrows are fitted, although the LAU-115 launcher is mounted on the Station 2 SUU-63 pylon. While likely, it is not certain that a LAU-115 would be fitted to the Stn 8 pylon on the starboard side. The lighter grey paint touch-ups on the inboard face of the starboard tailfin is evident in this shot.



DND Canada photo CKD99-2112-06, MCpl Danielle Bernier



DND Canada photo CKD99-2112-12, MCpl Danielle Bernier

◀ A view of 795 a few weeks after the hockey video shoot, heading home to Canada on 27 June 1999. You can see some of the features pointed out on the drawing - e.g., the damaged air refuelling door, the lighter grey paint on the canopy and the retouched lighter grey paint on the radome.

▶ A nice top view of 795 a few weeks after the hockey video shoot, heading home to Canada on 27 June 1999. Lots of typical weathering is evident and you can see some of the features pointed out on the drawing - e.g., the damaged air refuelling door, the darker paint on the starboard LEX and the leading edge of the starboard wing flap.



DND Canada photo CKD99-2112-13, MCpl Danielle Bernier



# A Snowbirds T-Bird

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.

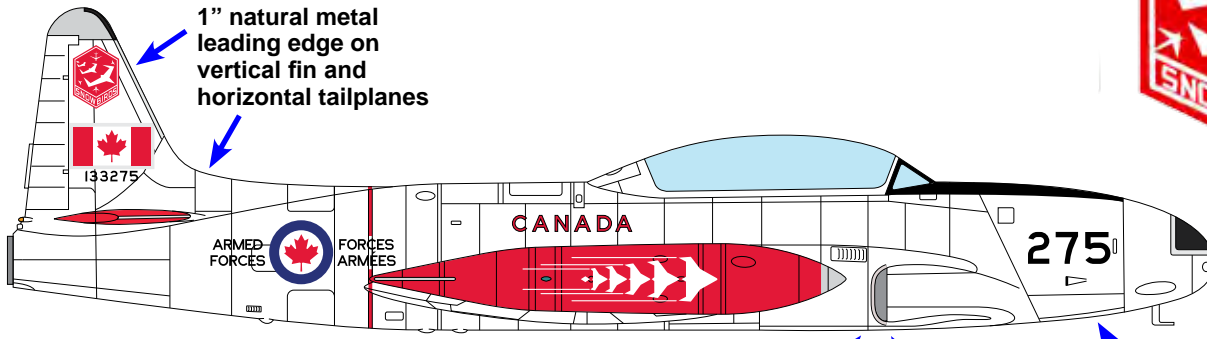
1:72 has seen kits issued by Hasegawa, Heller, Sword, and Platz. The Platz kit is the best option and has also been reboxed by Italeri and Tan Model.

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](http://nabe3saviation.web.fc2.com/waCT133.html)
- ◇ [silverhawkauthor.com/post/canadian-warplanes-6-jets-canadair-ct-133a-silver-star](http://silverhawkauthor.com/post/canadian-warplanes-6-jets-canadair-ct-133a-silver-star)





The luggage pod we chose for the decals was painted and marked in this scheme. Other variations were also noted on '275

1" natural metal lip on intake

Natural metal intake plate

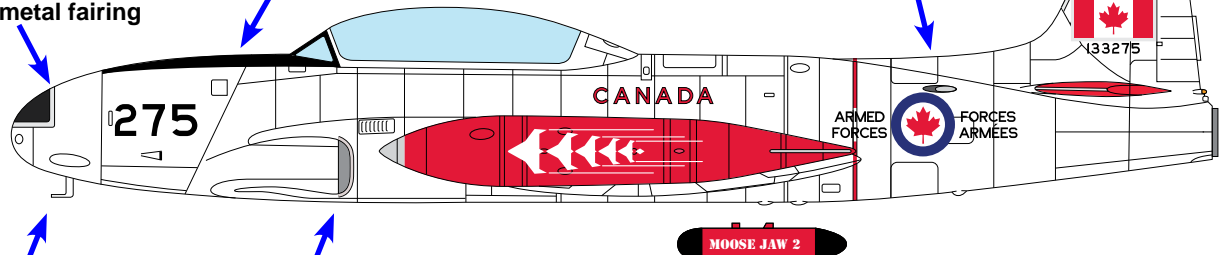
The NACA vent on Canadair jets is different from Lockheed-built T-33s. See photos.

Light grey fin cap antenna fairing, with 1" black leading edge

The vent above the roundel needs to be added to all Canadair T-33s

The armament door is fitted with a rear-opening vent on both sides

The black radome has a natural metal fairing



The .50" cal gun ports are blanked over

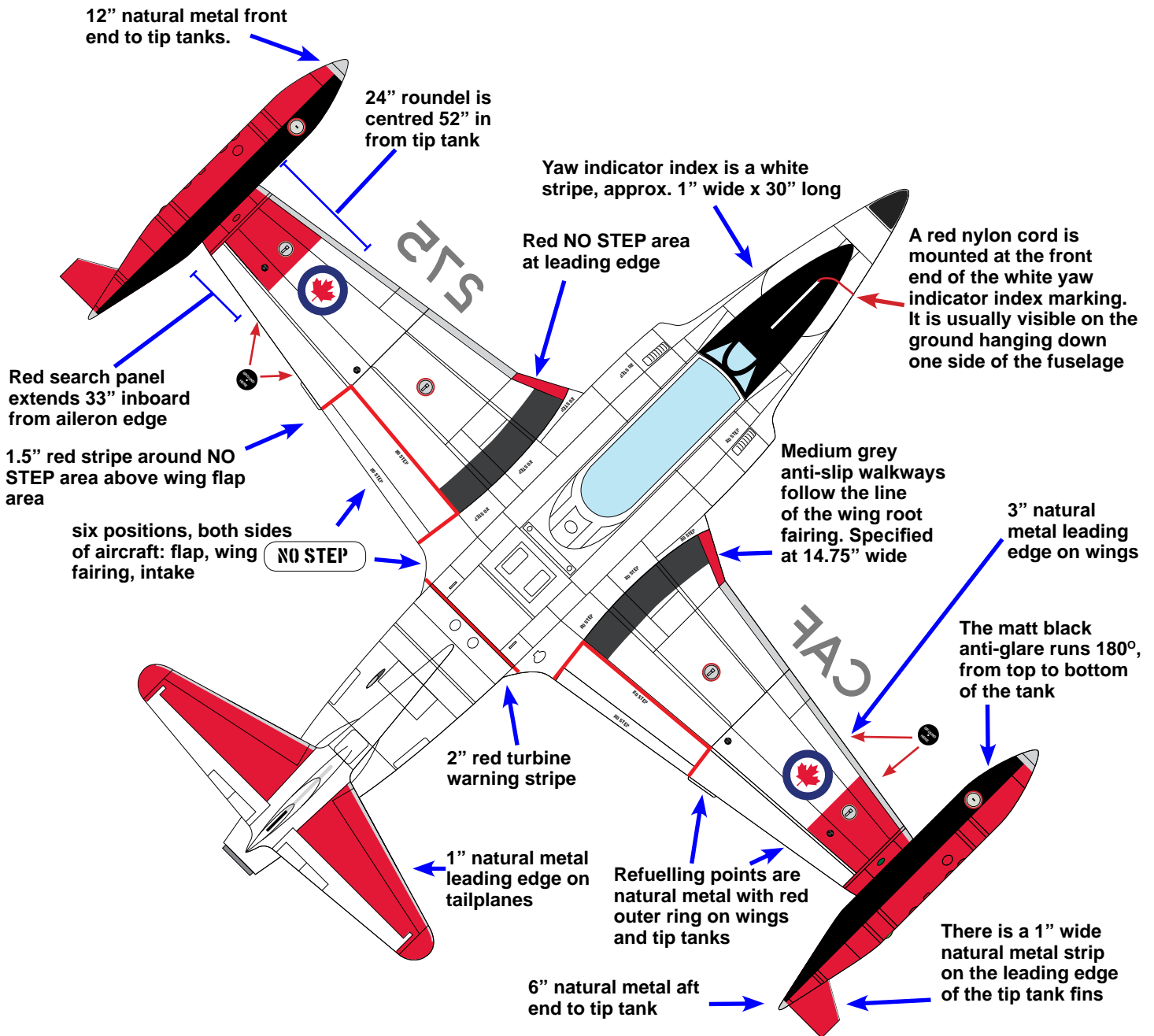
1" natural metal leading edge on intake

**Colour Scheme:**

Gloss White	1-GP-12c 513-101 (FS 17925)
Gloss Red	1-GP-12c 509-101 (FS 11350)
Matt Black	1-GP-12c 512-301 (FS 17038)

The decals provide you with the basic aircraft markings. You will have to add in the various maintenance and safety markings obtained from kit decals and/or other sources. We have indicated the larger marking on the photos in this article.





## COMING SOON - 1/48 T-Bird Luggage Pods!

Under only a slight amount of editorial persuasion, Mike Belcher of the Belcher Bits modelling aftermarket products empire relented and decided to design and produce a 3D-mastered, cast-resin T-33 luggage pod in 1:48 scale!

This product will certainly be suitable for Canadian and US T-33s, and it also appears to have been used on Belgian and French aircraft. It may also be suitable for other T-Bird users that needed extra room for the aircrew to stow equipment, luggage and, of course, golf clubs.

Keep your eyes on [belcherbits.com](http://belcherbits.com) for updates and ordering details.



133275 in service with the Snowbirds. Note the white-painted Tutors across the flightline, indicating that this shot between 1972 and 1974. A red and black luggage pod is mounted below the aft fuselage.



▼ Tail detail of '275. The small black bars are alignment indicators showing the 'locked' position of the panel fasteners



This photo illustrates two slight changes to 275's paint scheme later in its Snowbirds life. At some point, the canopy was damaged in a bird strike, and a natural metal replacement was used. Note that it was never repainted during the remainder of the aircraft's service with the team. Also, the fin cap has been painted white to match the rest of the airframe.



◀ Not an accident scene! Here is our T-Bird in its post-Snowbirds life at Downsview, now in use as a ground training aid, presumably to help train people with aircraft recovery following an accident.. Note the training airframe number '768B' applied to the nose.



◀ Clearly some time has passed since the first photo! Here is 133275/768B looking much the worse for wear. It does nicely show the full 180° arc of the matt black anti-glare panel on the tip tank.



◀ 133604 was another Snowbirds T-Bird. Should you not be inclined to do '275 in white, our decals could be repurposed to help produce this natural metal version of the scheme. Note that the luggage pod mounted below the aft fuselage has different markings from our decals and that the tail flash is reversed. Also, the "Speedbird" markings on the tip tanks are different from 275.

# T-33 Marking Details

The circa 1972-73 black & white photos on these two pages were shot by then-Captain EA 'Rick' Johnson, who is also a past IPMS Canada National Executive member. Rick shot a 'walkaround' of T-Bird 133275 while it was at Trenton, where he flew as an Air Navigator on the CC-130 Hercules.

We have not provided any maintenance and safety markings on the decal sheet, so the next best thing was to show you the major markings here. Many of these are included in T-33 model kits. You can also find these markings as aftermarket decals and adapt them to what the Canadian military used on their T-Birds.

At the time of writing, Belcher Bits ([belcherbits.com](http://belcherbits.com)) appears to be the only producer with an active listing for T-33 markings that include these maintenance and safety markings (and more!) in 1:72 and 1:48. The old Leading Edge sheets also had some nice markings but they only seem to be available on the secondary/reseller market)

It is worth noting that the style of these markings changed a lot over the RCAF/CAF life of the T-Bird, so caution should be exercised when referring to period photos of other airplanes.



(Rick Johnson photo)

133275 at CFB Trenton showing the silver/natural metal flap interior and a variation of the luggage pod finish. Note the grey walkway area at the wing root. The servicing unit is yellow with red 'CFB TRENTON' and black '3' markings. This unit supplied electrical 28-volt ground power for T-Birds and Tutors in CAF service.

(Rick Johnson photo)

The red nylon yaw indicator cord is visible above the '7'



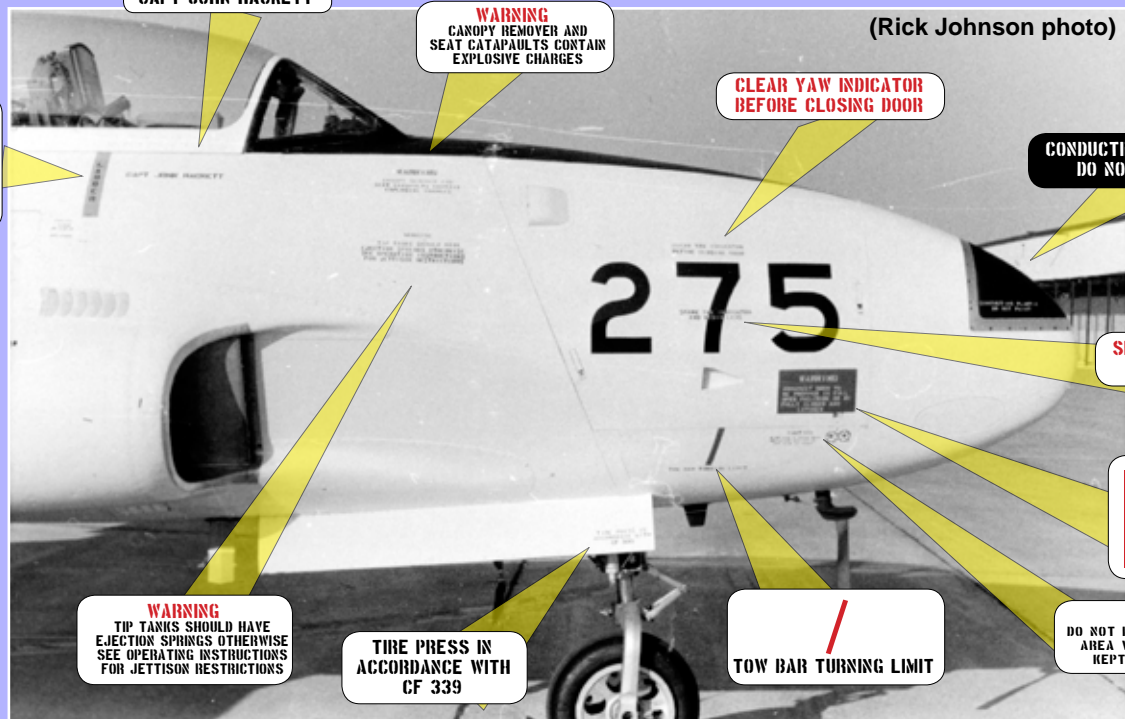
CAPT JOHN HACKETT



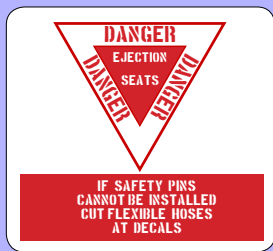
(Rick Johnson photo)



LADDER



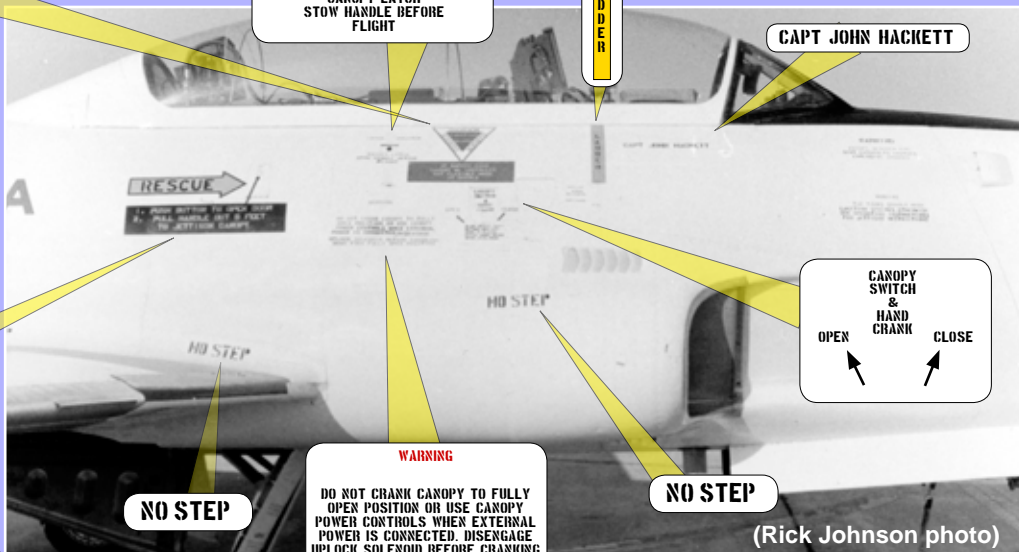




LATCH      RELEASE  
 ←      →  
 CANOPY LATCH  
 STOW HANDLE BEFORE  
 FLIGHT

LADDER

CAPT JOHN HACKETT



CANOPY SWITCH & HAND CRANK  
 OPEN      CLOSE

**RESCUE** →  
 1. PUSH BUTTON TO OPEN DOOR  
 2. PULL HANDLE OUT 9 FEET TO JETTISON CANOPY

**WARNING**  
 DO NOT CRANK CANOPY TO FULLY OPEN POSITION OR USE CANOPY POWER CONTROLS WHEN EXTERNAL POWER IS CONNECTED. DISENGAGE UPLOCK SOLENOID BEFORE CRANKING DOWN FROM FULLY OPEN POSITION

NO STEP

NO STEP

(Rick Johnson photo)



(Rick Johnson photo)

NO STEP

NO STEP

NO STEP

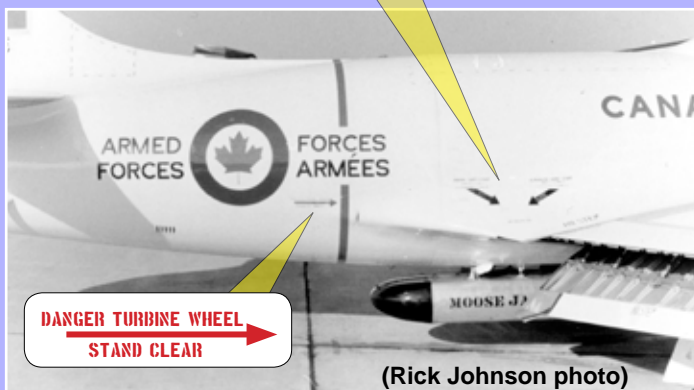


(Rick Johnson photo)

Black 'lock' marks on panels

CONDUCTING SURFACE DO NOT PAINT

<b>NORMAL SOFT START</b> ENERGIZER SWITCHES AT SOFT START / REMOTE / 0-3V / POWER ON	<b>ALTERNATE HARD START</b> ENERGIZER SWITCHES AT HARD START / LOCAL / 0-3V / POWER ON
<b>SOFT</b> ↓ ELECTRICAL DISCONNECT	<b>HARD</b> ↓
28 VOLTS DC	



**DANGER TURBINE WHEEL**  
 →  
**STAND CLEAR**

(Rick Johnson photo)



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

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 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?

**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.

## Some P-40 / Kittyhawk Resources:

- ◇ [ipmsstockholm.se/home/modellers-guide-to-curtiss-p-40-variants/](http://ipmsstockholm.se/home/modellers-guide-to-curtiss-p-40-variants/)
- ◇ [ipmsstockholm.se/home/curtiss-p-40e-in-detail/](http://ipmsstockholm.se/home/curtiss-p-40e-in-detail/)
- ◇ [p40warhawk.com/](http://p40warhawk.com/)
- ◇ [en.wikipedia.org/wiki/Curtiss\\_P-40\\_Warhawk\\_variants](http://en.wikipedia.org/wiki/Curtiss_P-40_Warhawk_variants)
- ◇ [Son of Lassie aircraft footage - youtube.com/watch?v=qellQ3ARw5s](http://www.youtube.com/watch?v=qellQ3ARw5s)
- ◇ [scalemates.com/search.php?fkSECTION%5B%5D=All&q=p-40E\\*](http://scalemates.com/search.php?fkSECTION%5B%5D=All&q=p-40E*)



## Sidebar - RCAF Kittyhawk Variants

The editor has expressed his personal confusion over how to identify the various types of the 134 purchased + 9 'loaner' P-40s used by the RCAF in Canada. Here is a very short 'cheat sheet' to help those in a similar predicament:

RAF/RCAF Designation	Quantity obtained by RCAF	Closest US Variant	Notes
<b>Kittyhawk Mk. I</b> <i>(Hawk 87A-1. Ordered directly from Curtiss by the British Purchasing Commission under contract)</i>	<b>72</b> <i>(deliveries from October 1941)</i>	P-40E <i>(but these aircraft were identified as Hawk 87A's, not P-40's)</i>	RCAF records cite some AC being equivalent to the P-40D. This appears to be a record-keeping error. The aircraft were closer in configuration to the P-40E/Kittyhawk IA, all of them having six .50" cal. wing guns fitted.  RCAF Kittyhawk I's were scattered through the entire British production run. The first and the last RCAF serials were <b>AK752</b> and <b>AL228</b> .  From May, 1943, <b>RCAF serials 1028 to 1099</b> were allotted and applied in ascending order of their RAF serials.
<b>Kittyhawk Mk. IA</b> <i>(Hawk 87A-2. Lend-Lease version of the P-40E. Essentially identical to Kittyhawk I)</i>	<b>12</b> <i>(deliveries in April 1942)</i>	P-40E-1	The RCAF received 12 Kittyhawk IA's, serialled within the British <b>ET845 to ET866</b> range. These aircraft were later renumbered with <b>RCAF serials 720 to 731</b> .
<b>P-40K</b>	<b>9</b> <i>(loaned in August 1942)</i>	P-40K-1	Nine USAAF P-40K-1's were handed over to the RCAF were in the <b>42-45921 to 42-46004</b> range. Eight were later returned to the US.
<b>Kittyhawk Mk. III</b>	<b>15</b> <i>(deliveries from January 1943)</i>	P-40M	Kittyhawk III's were ex-USAAF P-40M's. Delivered to RCAF Stn Rockcliffe in their US paint scheme, serials and insignia. Assigned <b>RCAF serials 831 to 845</b> .
<b>Kittyhawk Mk. IV</b>	<b>35</b> <i>(deliveries from May 1943)</i>	P-40N-1, P-40N-5, P-40N-20	These were all delivered in their original US markings.  The first 10 were P-40N-1's; after RCAF modifications, they were almost identical to the Kittyhawk III's.  The next 15 were P-40N-5's, with different rear cockpit canopy.  The final 10 were P-40N-20's; essentially identical to the N-5's.  The aircraft were allotted <b>RCAF serials 846 to 880</b> .

**Information source:** Thanks to long-time IPMS Canada member Carl Vincent, C#154, for the use of his research and data extracts from his unpublished work on Curtiss Hawks.



### Kittyhawk Mk. IA, RCAF serial number 729 Curtiss Model 87A-4

- ◇ 1942-04-10 Taken on Strength with RCAF
- ◇ 1944-06-11 Accident: 133 (F) Sqn at Sea Island, BC
- ◇ 1946-08-23 Struck off Strength from RCAF
- ◇ Built as a P-40E-1. Diverted from RAF order placed in 1941, serial ET862. Also assigned USAAF serial 41-36216.
- ◇ Served with No. 132 (F) Sqn, Western Air Command, in 1942.
- ◇ Served with No. 1363 (F) Sqn, Western Air Command, in 1943/1944. Coded 'E' in black.
- ◇ Served with No. 133 (F) Sqn, RCAF Station Sea Island or Patricia Bay, BC, 1944 or 1945.

(info compiled from several online sources)

Our best estimation is that this aircraft carried a painted variation of the RCAF "distinguishing emblem", which was painted in the roundel colours of red, white and blue

The rear-view mirror was offset towards the port side of the windscreen on the Mk. IA. However a mirror does not appear to be fitted on 729, at least at the time the reference photos were taken

The area behind the rear windows on 729 appears to be painted in whatever the original colour was when the aircraft was built and delivered. It does not appear to have been repainted when the aircraft received the Day Fighter Scheme. HOWEVER, period reference photos show that this area might be a dark green, and it also could be Curtiss' interior green. We are leaving it to your best modelling judgement as to how to proceed...



Aircraft is fitted with flared exhausts

Kittyhawk Mk. I's and IA's carried a British-style pitot tube

Red refuelling cap on fuselage side

Our best guess is that the front half of the spinner is painted in gloss red

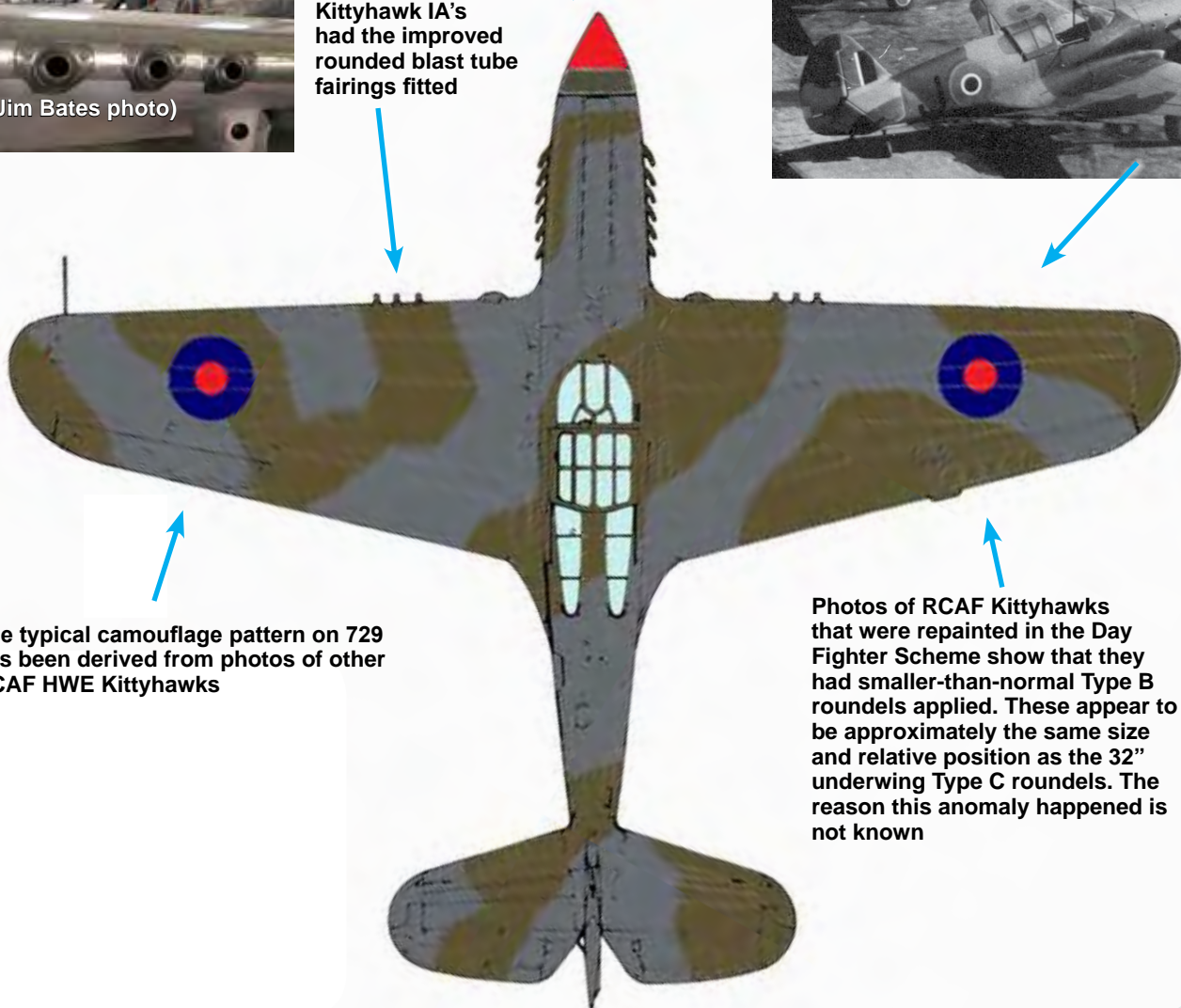


(detail from DND Canada photo PMR76-123)



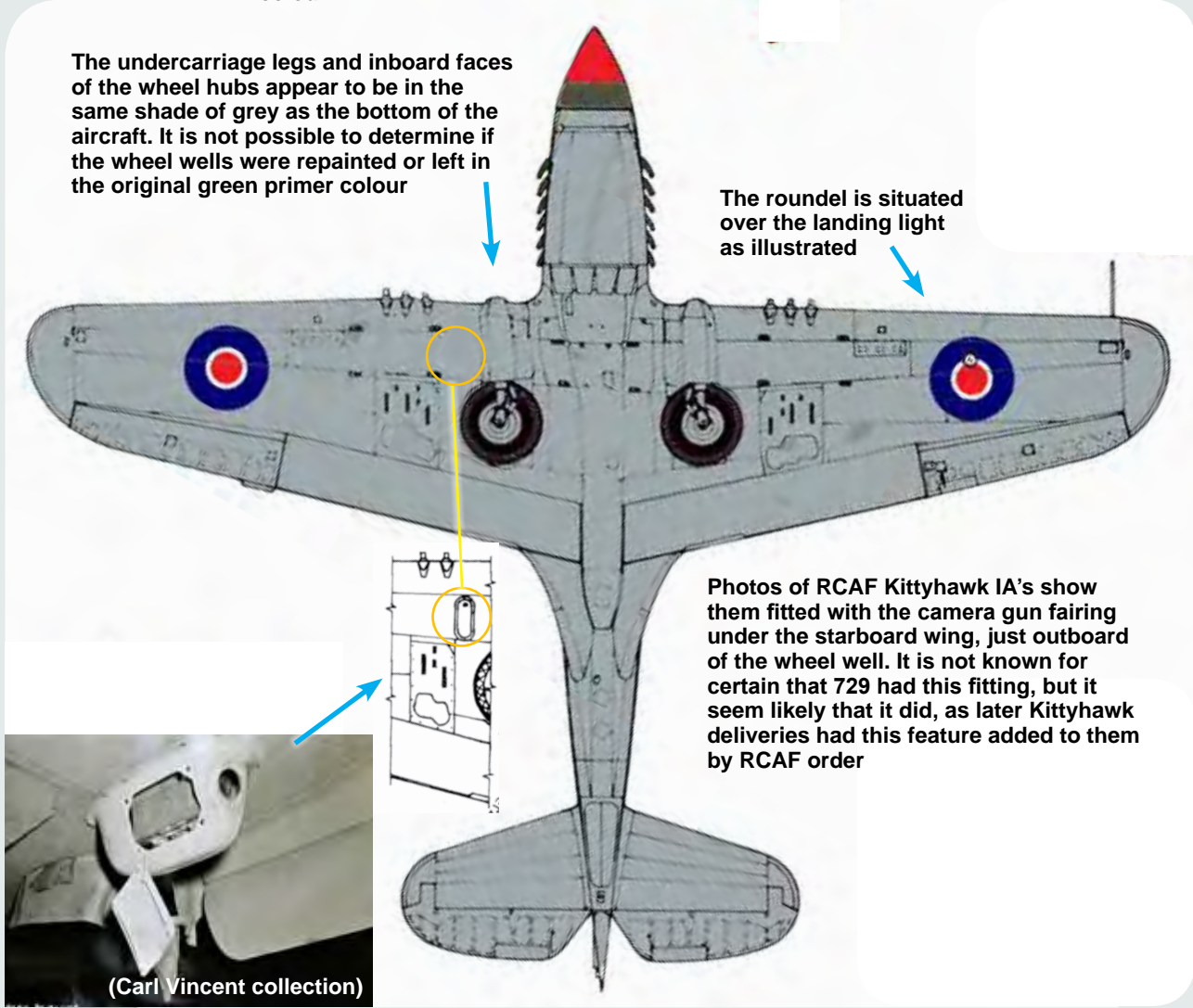
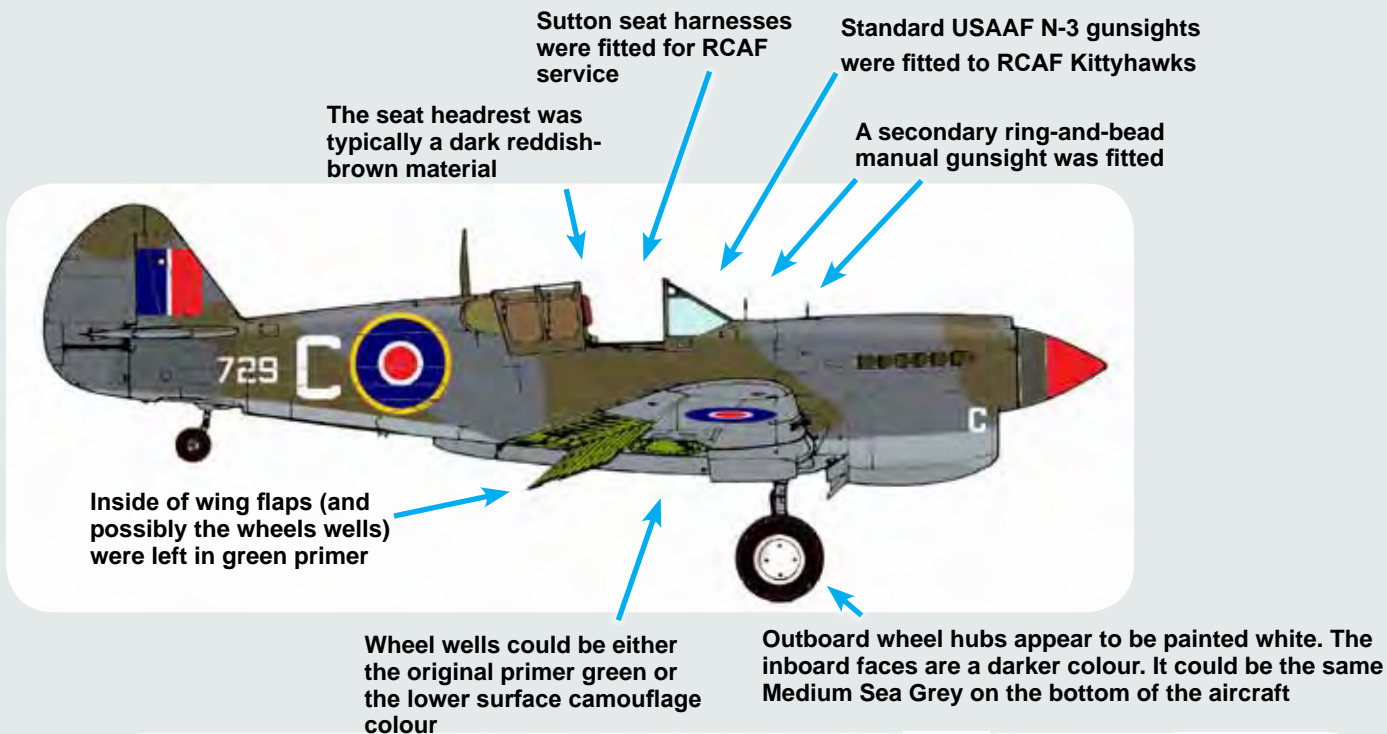
(Jim Bates photo)

Kittyhawk IA's had the improved rounded blast tube fairings fitted



The typical camouflage pattern on 729 has been derived from photos of other RCAF HWE Kittyhawks

Photos of RCAF Kittyhawks that were repainted in the Day Fighter Scheme show that they had smaller-than-normal Type B roundels applied. These appear to be approximately the same size and relative position as the 32" underwing Type C roundels. The reason this anomaly happened is not known



## Kittyhawk Interiors *(comments by Steve Sauvé)*

**Cockpit Colour** The cockpit of the P-40 is generally accepted to have been Curtiss Cockpit Green, which was the Berry Brothers' (a local paint vendor) approximation of Interior Green. Reportedly it was a little browner than Interior Green. (source: [ipmstockholm.se](http://ipmstockholm.se))

It is also generally accepted that the scalloped cutouts inside the fuselage windows aft of the cockpit on P-40D to M models were usually painted the same as the camouflage colour, which was Olive Drab 41 on US machines.

However, looking through many photos of RCAF Kittyhawks, it seems pretty clear (no pun intended) that the area behind the aft windows is not always Olive Drab, nor

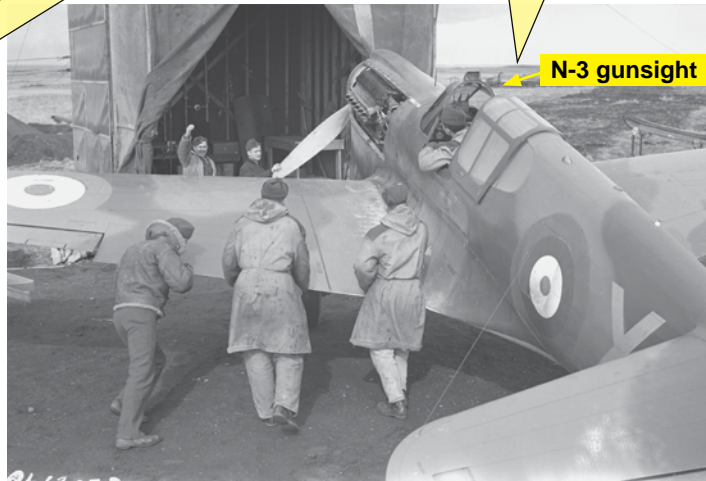
does it always appear to be Dark Green, even taking into account the lightening effect of the plexiglas on the colour beneath it. There are very few original colour images of RCAF P-40s in service, but one scene in the 1945 film, 'Son of Lassie', does show a Kittyhawk in the late scheme with oddly-coloured panels behind the canopy. See page 32.

**Gunsights** As far as can be determined from period photos, all RCAF HWE Kittyhawks were equipped with US standard N-3 gunsights. No evidence has turned up to date to show they carried British Mk. II gunsights.

Despite the current conventional wisdom that P-40s were painted in the green camouflage colour behind the rear windows, this does not look like what we're seeing here. That being said, is this area interior green, or could it even be the Dark Earth colour?



▲ 19 November 1941. F/L Normand Gilchrist on the wing and Mr. Stuart Day in the cockpit of an unknown Kittyhawk Mk. I. They are with British American Ambulance Corps. DND Canada photo PL-6222



▲ Ground crew manhandle a Kittyhawk into a "nose hangar" for maintenance. Kittyhawk Mk. I coded 'X' of 14 (F) Sqn Alaska, 12 June 1943. DND Canada photo PL-13078



## Kittyhawk Gallery

Flight line at Boundary, BC. In the foreground are four Kittyhawks of 132 Sqn (with Harvards, Bolingbroke and a Beechcraft 18 in the background). The tones suggest that they are painted in the equivalent of the British Day Fighter Scheme. Note the small Type B roundels on the upper wings. DND Canada photo PMR76-123

# VANCOUVER IX

▶ ▲ Two views of our decal subject Kittyhawk. The markings and camouflage paint tones suggest that they were shot on orthochromatic film, making some of the colours look odd compared to how they look when shot on panchromatic film. However this factor does confirm that the upper surface colour is not Dark Earth, as this would have been very similar in tone to the Dark Green. The front half of the spinner is a glossy dark colour, which we think was probably red, as it is similar to the near-black red tones of the roundel and fin flash. On orthochromatic film, if it were blue it would appear lighter than it does here. The matt rear half of the spinner is presumed to still be in its green camouflage colour. The white-painted outer-facing wheel hubs are evident. Note that guns were not fitted at the time of these photos being taken and that the paint is heavily worn and weathered.



▼ A Kittyhawk of 132 Sqn showing the camouflage pattern applied to the Day Fighter Scheme and the small Type B roundels.  
DND Canada photo PMR75-607



▼ Kittyhawk Mk. IV 853 of 132 Sqn, captioned as being flown by Stan Dixon, over Victoria, BC. It is painted in a very similar colours and markings to our decal subject aircraft. Note the small upper wing Type B roundels and the dark front spinner half, similar in tone to the red of the roundels and fin flash. The dark background to the rear windows shows up well here.  
DND Canada photo PMR76-135





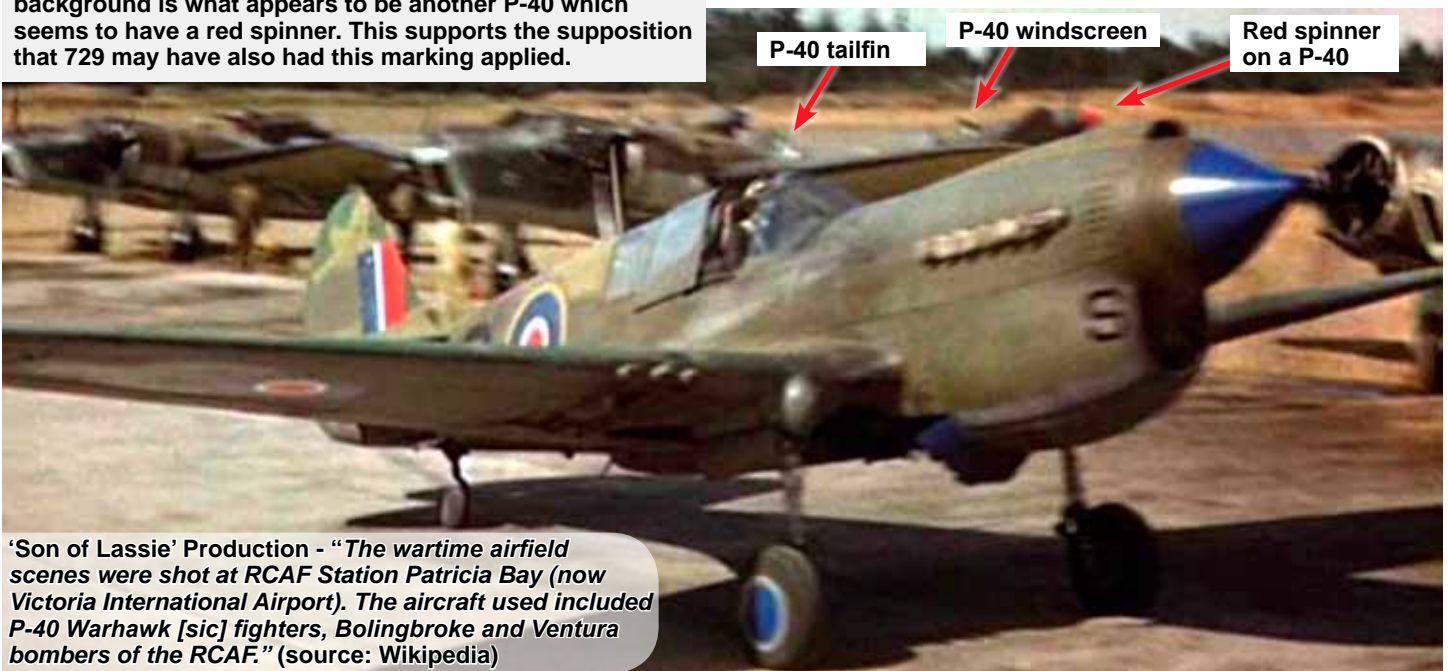
▲ A frame grab from the 1945 Technicolor film 'Son of Lassie', showing one of the RCAF 118 Sqn's Kittyhawk III at RCAF Pat Bay that was seen in the movie. Noteworthy is that it is definitely wearing a version of the RAF's late-war Day Fighter Scheme. It carries a blue and white 'yinyang' marking on the wheel hubs; this was a common feature seen on 118 Sqn Kittyhawks. The lighter tones behind the clear rear view panel suggests that this area was not painted in the original Dark Green colour or in the Day Fighter Scheme. Is that possibly Dark Earth at the aft end of the rear glass panel?



▲ A frame grab from 'Son of Lassie', showing one of the 122 Sqn gunnery trainer Bolingbroke that was repainted in 1944 for its part in the movie. It carries a painted-on variation of the "operational emblem" roundel marking decal - in this case, the conventional red-white-blue colours seen on the RCAF ensign of the era.

▼ A frame grab from 'Son of Lassie', showing one of the RCAF's 35 P-40N Kittyhawk IV's at Pat Bay that was seen in the movie. It is wearing the standard US camouflage colours of Olive Drab 41 over Neutral Gray 43. An interesting feature is the colours of the tail section, which has splotches of Medium Green 42 and something else over Olive Drab 41. Medium Green 42 splotching is also visible along the leading edge of the wing. It has a blue spinner, wheel hubs and, curiously, engine cooling gills. The reason this photo is included? - Just visible in the background is what appears to be another P-40 which seems to have a red spinner. This supports the supposition that 729 may have also had this marking applied.

P-40 tailfin P-40 windscreen Red spinner on a P-40



'Son of Lassie' Production - "The wartime airfield scenes were shot at RCAF Station Patricia Bay (now Victoria International Airport). The aircraft used included P-40 Warhawk [sic] fighters, Bolingbroke and Ventura bombers of the RCAF." (source: Wikipedia)



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



*"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 Swards, 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.

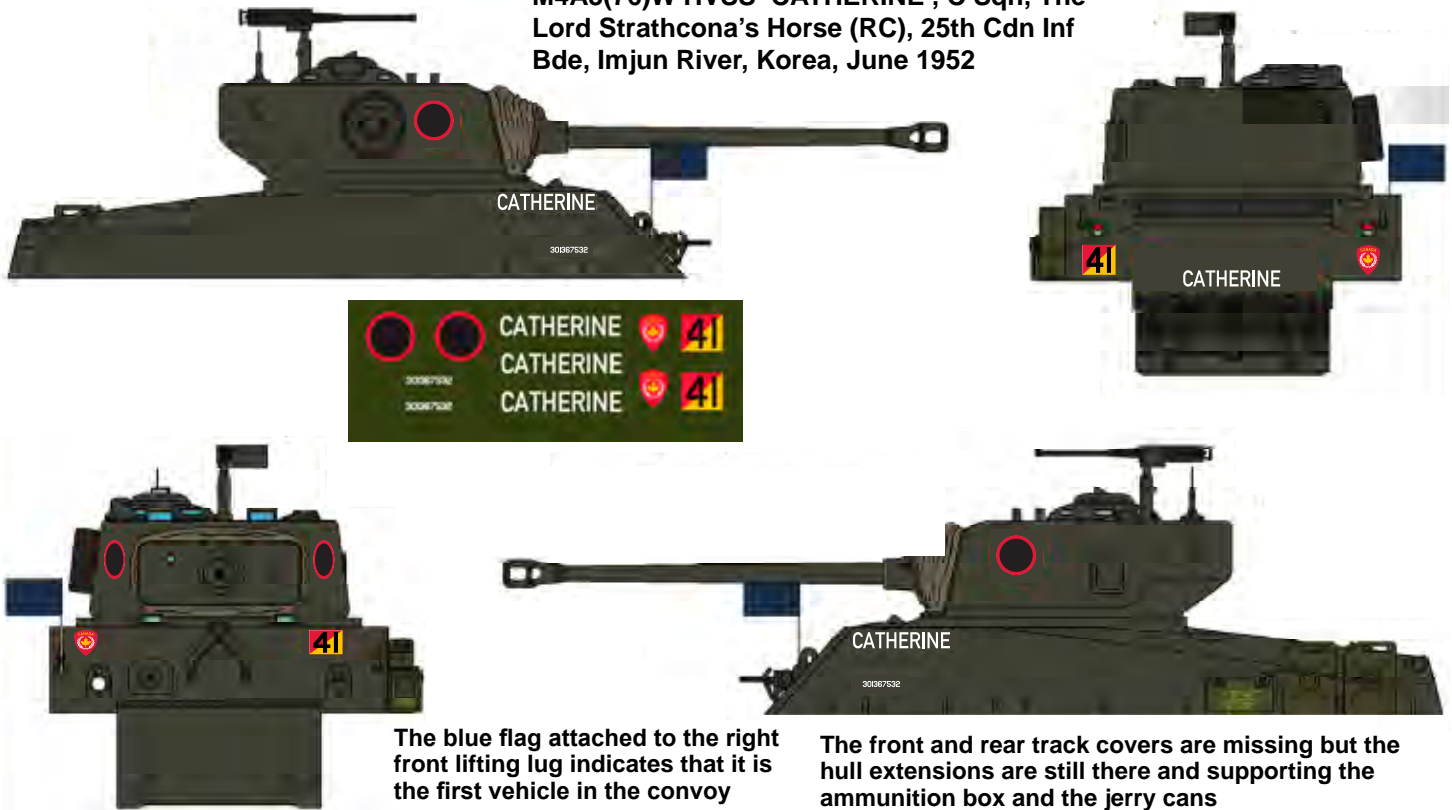
High-Velocity Armour Piercing (HVAP) ammunition, standardized as the M93, became available in August 1944 for the 76 mm gun. The projectile contained a tungsten core penetrator surrounded by a lightweight aluminum body, which gave it a higher velocity and more penetrating power.

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.

# CANADIAN VEHICLE MARKINGS:

A look at the markings, colour schemes and vehicles of the Canadian Army

M4A3(76)W HVSS 'CATHERINE', C Sqn, The Lord Strathcona's Horse (RC), 25th Cdn Inf Bde, Imjun River, Korea, June 1952



The blue flag attached to the right front lifting lug indicates that it is the first vehicle in the convoy

The front and rear track covers are missing but the hull extensions are still there and supporting the ammunition box and the jerry cans

M4A3(76)W HVSS 'BEOWULF', B Sqn, The Lord Strathcona's Horse (RC), 25th Cdn Inf Bde, Imjun River, Korea, August 1952



IPMS Canada extends sincere thanks once again to Barry Beldam for permission to use his research and original artwork to help in the preparation of these drawings and decals. From Barry's former 'Armoured Acorn' website, (C) 2004, 2006.

## 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 4<sup>th</sup>, 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/](http://tanks-encyclopedia.com/coldwar/canada/m4a3-76w-hvss-sherman-the-korean-war-easy-8-tank/)
- ◇ [canadiansoldiers.com/vehicles/tanks/shermantank.htm](http://canadiansoldiers.com/vehicles/tanks/shermantank.htm)

◇ [tankhistoria.com/wwii/sherman-identification/](http://tankhistoria.com/wwii/sherman-identification/)

◇ [theshermantank.com/the-sherman-tank-variant-page-pages-for-each-type-of-sherman-tank/](http://theshermantank.com/the-sherman-tank-variant-page-pages-for-each-type-of-sherman-tank/)

### Publications:

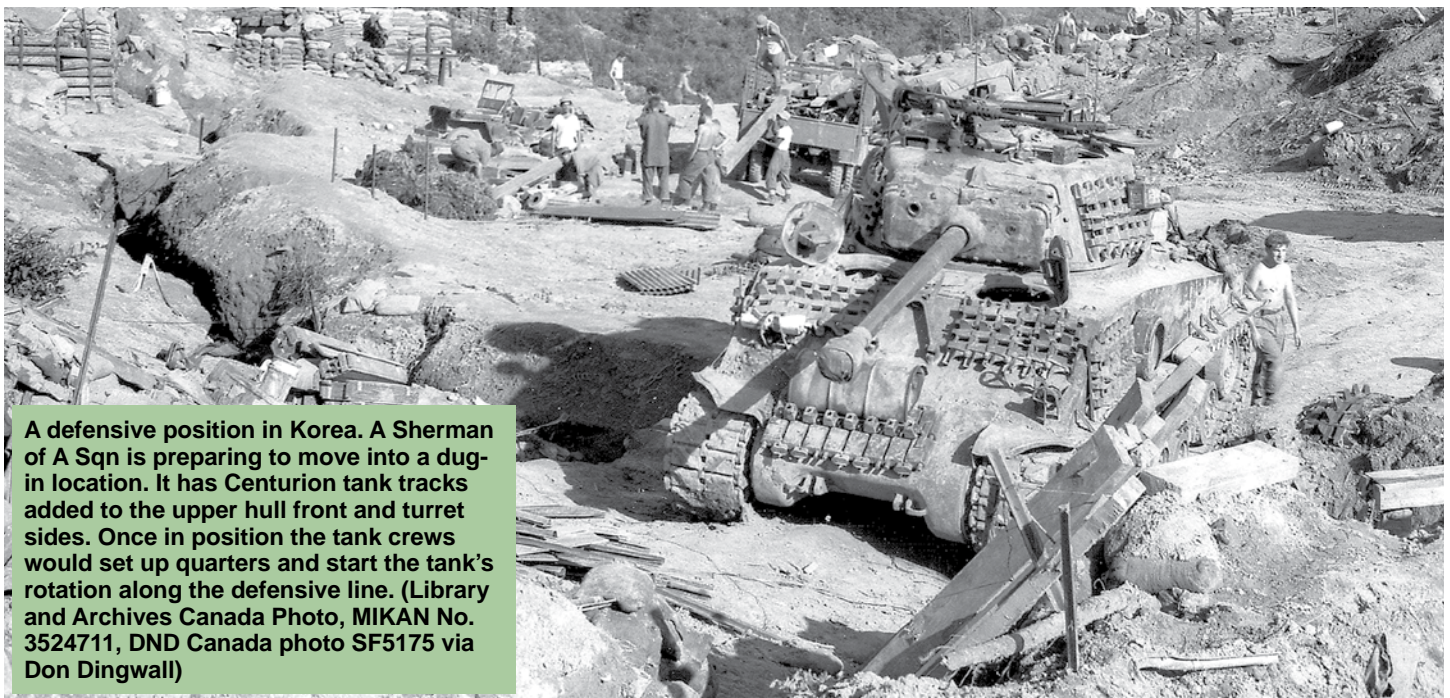
◇ Sowards, Anthony, DVD reference set: Canadian Post War & Korean War Shermans (Currently out of print, but may be available from third party sellers)

◇ Dingwall, Don, Canadian Vehicles in Korea, Service Publications, 2014. (Out of print, but may be available from third party sellers)



### About the author:

Anthony Sowards retired from Canadian military life in 2013 after 26 years and seven operational tours overseas. Born in Kentville NS, he's been living in Edmonton since 1996. He started building models from a very young age and never lost the passion to build Canadian subjects. He has authored a few books and over 40 DVD reference sets, all dealing with Canadian vehicles. He also works behind the scenes with major model companies which have brought out many Canadian-themed kits. He is a member of IPMS Canada and IPMS Edmonton and is the point of contact for the Edmonton Chapter of AMPS. Anthony is also the Royal Canadian Legion's Operation Vetbuild's Vice National Program Coordinator, which brings veterans together to build plastic model kits in comradeship and safety.



A defensive position in Korea. A Sherman of A Sqn is preparing to move into a dug-in location. It has Centurion tank tracks added to the upper hull front and turret sides. Once in position the tank crews would set up quarters and start the tank's rotation along the defensive line. (Library and Archives Canada Photo, MIKAN No. 3524711, DND Canada photo SF5175 via Don Dingwall)



◀ Remembrance Day service in 1952, held with B Sqn RCD and the British Royal Tank Regiment unit which brought two Centurion tanks (which are the two tank barrels in the background). You can see spare road wheels are now mounted on the hull sides and the commander's .50 cal machine gun mount has been moved forward on the turret top, for ease of use by the crew when in a defensive position. The tones on BRANDY and BINGO show that, while not conclusive, do tend to support that the tank names for B Sqn were not painted in white (compare the tones to the priests' white robes). Even if the tank serials are in faded white, the tank names are still a darker tone. (DND Canada photo SF5730 via Don Dingwall)

▼ A tank from the Strathcona's C Sqn's 3rd troop named "CATAWABA" provides overwatch security for members of 2nd Battalion of the Royal Canadian Regiment. The tank still retains part of the sandshields on the hull sides. The crew has added extra stowage to the hull sides and an extra water jerry can has been mounted on the rear. (Library and Archives Canada, DND photo via Anthony Sowards)





▲ A tank of D Sqn in August 1954, Royal Canadian Dragoons (which was a mixed squadron with members of the Armoured reserve). The photo shows the relocation of the turret machine gun on the turret top and the added Centurion tank tracks. Also note the extra radio antenna on the Sherman tank next to the one in the photo, suggest that this one might be a command vehicle, which had an extra radio to talk to other units. (Royal Canadian Dragoons Archives via Anthony Sowards)

▼ An A Sqn tank showing the markings on the upper hull plate: the red shield of the 25th Cdn Inf Bde on the left and the tank squadron marking on the right (red over yellow, with 41 in black). The name is "ALDRSHOT IV" and is a spare tank brought into service, missing all the extra crew stowage. The box on the hull side was for a first aid kit. (Library and Archives Canada, DND photo via Anthony Sowards)



▲ Members of the Strathcona's A Sqn on top of the tank in a defensive position in August 1952. A great photo showing the .50" cal machine gun relocated forward on the turret roof, Centurion tank track used as extra armour, with spare sections added to the hull, and the spare road wheel (previously mounted on the turret side), now mounted on the hull side. (Library and Archives Canada, DND photo via Anthony Sowards)

▼ Inspection of the Canadian Brigade Commander, Lt-Col. Jean Allard, of LdSH A Sqn's tanks in September 1953. You can see the moved machine gun mount on the turret top, and the Centurion tank tracks added to the turret sides. The tank on the right is a replacement vehicle brought into service, lacking the extra stowage. The hull machine gun is also missing in the "ball" mount. (Library and Archives Canada, DND photo via Anthony Sowards)





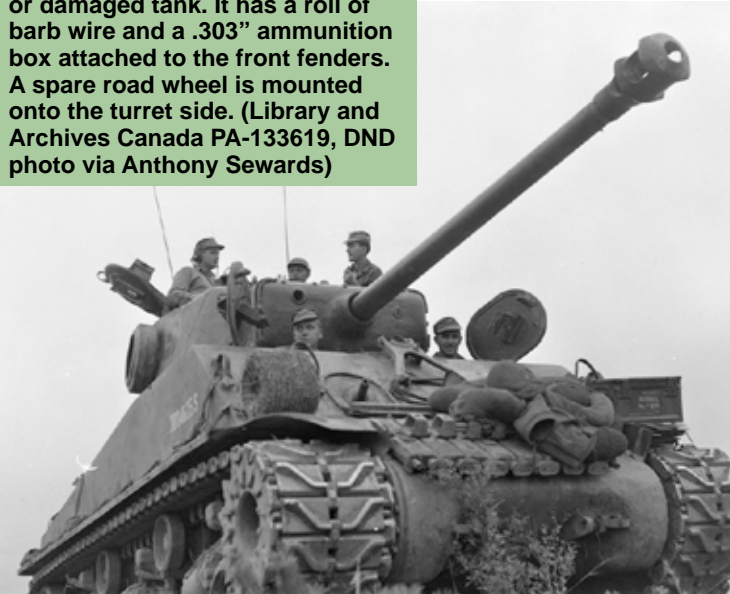
◀ A Sherman of D Sqn, RCD, shows the crew servicing the .50" cal machine gun. On the hull you can make out the added stowage bracket for fuel/water cans and the spare road wheel moved onto the hull side. (Library and Archives Canada, DND photo via Anthony Sowards)



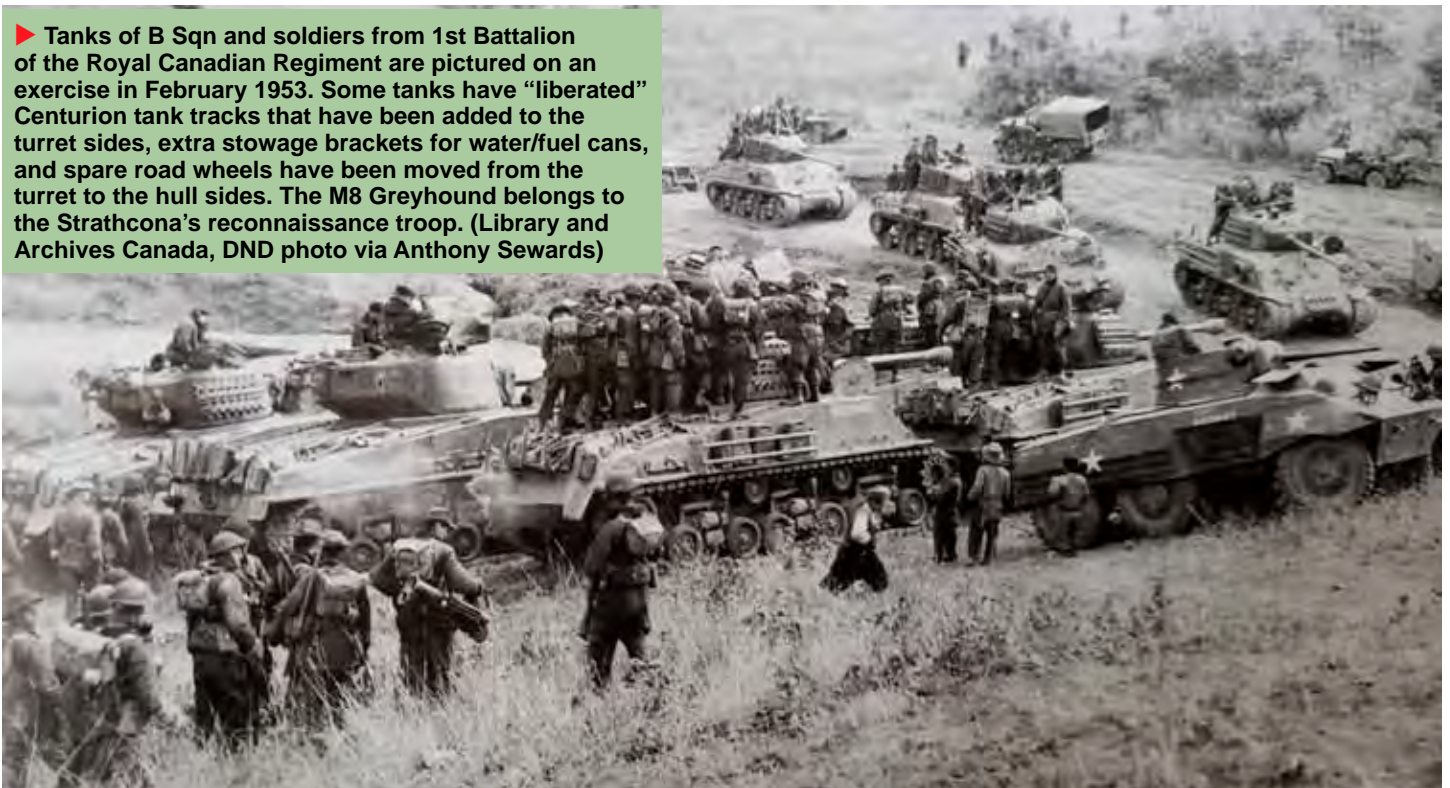
▼ A C Sqn tank in a defensive position along the Imjin river in September 1951. A great photo that shows typical crew stowage; the square box mounted on the back plate is the tank telephone, used by the infantry to talk to the tank crew. The 25th Cdn Inf Bde marking is seen on the rear plate. (Library and Archives Canada, DND photo via Anthony Sowards)



▼ Members of C Sqn bringing one of the spare Shermans forward as a replacement for a broken down or damaged tank. It has a roll of barb wire and a .303" ammunition box attached to the front fenders. A spare road wheel is mounted onto the turret side. (Library and Archives Canada PA-133619, DND photo via Anthony Sowards)



▶ Tanks of B Sqn and soldiers from 1st Battalion of the Royal Canadian Regiment are pictured on an exercise in February 1953. Some tanks have "liberated" Centurion tank tracks that have been added to the turret sides, extra stowage brackets for water/fuel cans, and spare road wheels have been moved from the turret to the hull sides. The M8 Greyhound belongs to the Strathcona's reconnaissance troop. (Library and Archives Canada, DND photo via Anthony Sowards)



# CT-156 HARVARD II

## in BCATP Markings, 2016



(DND Canada photo)

1:72

1:48



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







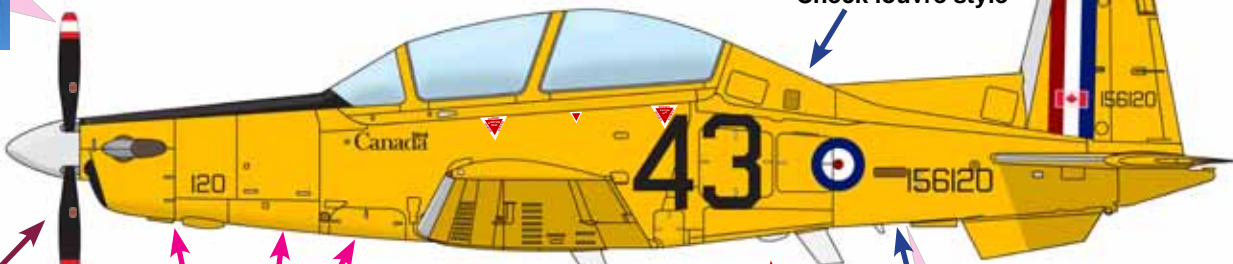
Propeller tips are red-white-red on the forward face only. Widths are 2" red, 4" white, and 2.5" red on the tip.

(Colin Kunkel photo)

The red and white of the fin flash extends above the natural metal leading edge



Check louvre style



Hamilton Standard logos were seen at some points during the life of this scheme

Panel latches are natural metal

Check the vents on your kit. They may be different from this CT-156. The vents are different on both sides



(Colin Kunkel photo)

The antenna configuration on the CT-156 is different from the PC-9 or JPATS



(Colin Kunkel photo)

Vents on the starboard side of a CT-156

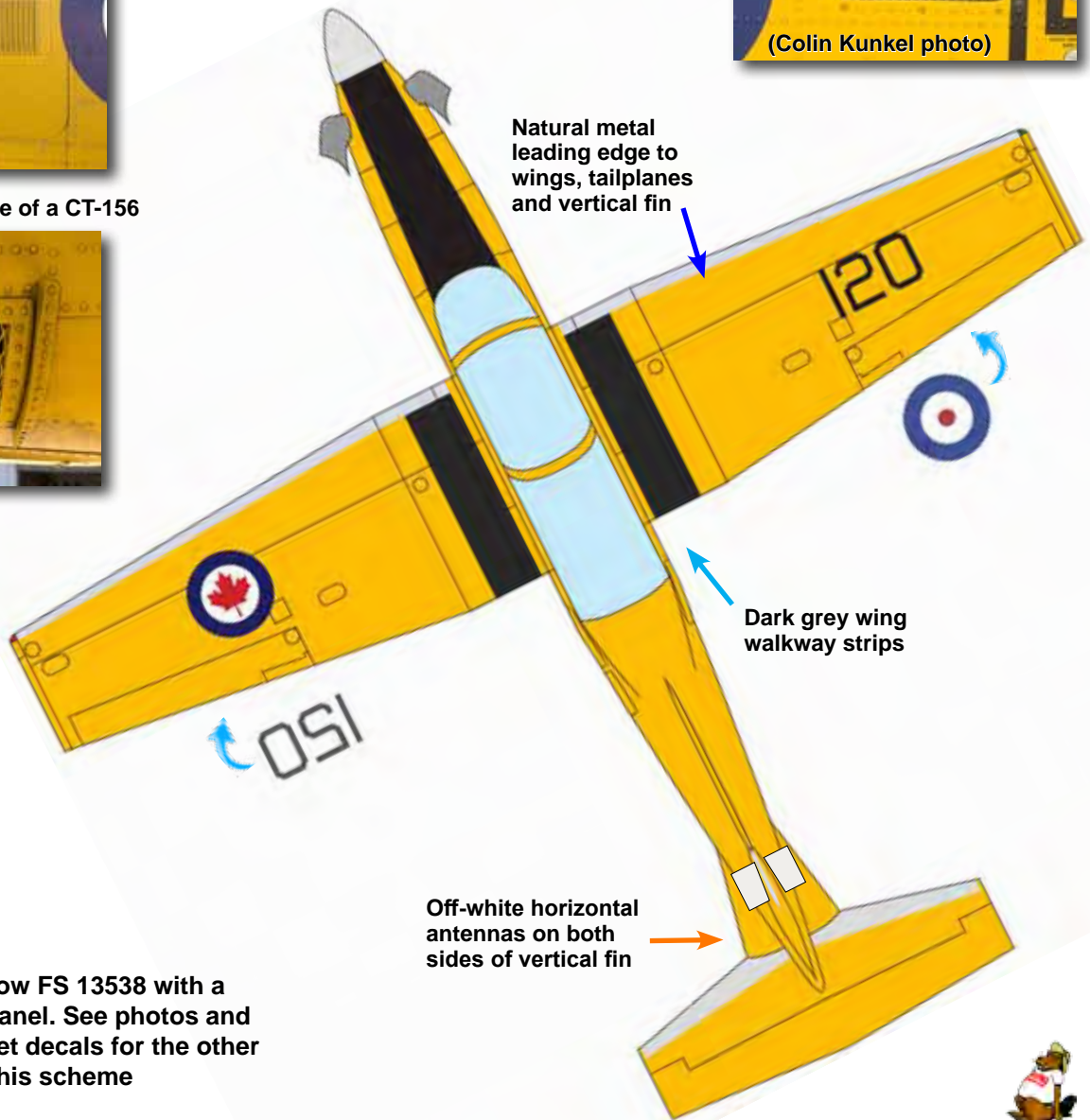


(Colin Kunkel photo)

Natural metal leading edge to wings, tailplanes and vertical fin

Dark grey wing walkway strips

Off-white horizontal antennas on both sides of vertical fin



Aircraft is painted Yellow FS 13538 with a matt black anti-glare panel. See photos and your kit's or aftermarket decals for the other markings to produce this scheme



► Notes:

- ◇ slight hint of staining behind the engine exhaust.
- ◇ undercarriage and fenders are gloss white
- ◇ the various maintenance and safety markings that you will have to source from the kit decals
- ◇ the all-black rear face of the propeller is evident here
- ◇ the grey cockpit colour with black instrument panel coaming.



◄ Notes:

- ◇ bright metal spinner
- ◇ the lack (or loss) of Hamilton Standard prop logos.
- ◇ undercarriage and hubs are painted white, with bright metal oleos.
- ◇ inner face of main undercarriage doors is yellow.
- ◇ the different widths of the red-white-red on the front face of the prop tips is evident



► Notes:

- ◇ the position of the ejection and canopy triangles is different from the port side. They are aligned directly along the with bottom edge of the canopy hinge line.
- ◇ the vent just aft of the roundel is different from the port side.
- ◇ there are four static wicks on the trailing edge of the aileron and there is a line of Miniature Detonating Cord (MDC) inside the rear canopy.
- ◇ note that the prop logo is situated further aft on chord of the prop blade.



◄ Notes:

- ◇ Hamilton-Standard prop logos are on the front faces of the prop blades; they are situated aft of the centre chord of the blades.
- ◇ Note the lack of red-white-red warning stripes on the rear face of the prop blades





(photographer unknown)

- ◀ Notes:
- ◊ the position of the ejection and canopy triangles right along the canopy hinge line is well illustrated here.
  - ◊ check the side vents on your model kit as they did change in service on the CT-156.

- ▶ Notes:
- ◊ this view shows the positioning of the underwing markings.
  - ◊ the antennas on the belly are well-illustrated here.



(Colin Kunkel photo)



(photographer unknown)



(photo by Ron Cembrowski, CFB Trenton, 2016)

- ▶ Notes:
- ◊ the red and white of the fin flash extends above the natural metal leading edge of the fin
  - ◊ the three white static wicks on the trailing edge of the rudder
  - ◊ the two shades of red used for the fin markings are evident
  - ◊ the white horizontal antenna is mounted on both sides of the fin
  - ◊ Note the prominent vents aft of the roundel and below the serial number

- ▶ Notes:
- ◊ white undercarriage and wheel hubs.
  - ◊ the inner undercarriage doors appear to be silver or bare metal.



(photographer unknown)