

RT

Random
Thoughts



By Modellers, For Modellers

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John Lumley's CC-129 Dakota in 1:48 scale

**STILL 44
PAGES!**



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- C-47/CC-129 Air Intakes
- Dakota Door Details
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- SEAC P-47D Thunderbolt
- Canadian Jugs - RCAF in P-47s



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Cover Comment: Perhaps it's fitting to start the first RT of our 60th year with a subject that's even older than IPMS Canada. John Lumley did his usual fine job on creating a 1:48 CAF CC-129 Dakota from the Monogram kit. See page 9 for the build article.		Canadian Jugs - RCAF airmen in P-47s (Editor)	42
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Future RTicles...

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

- 1:35 Leopard C2 • CF-5 Aggressor Camo • 1:48 post-war RCAF Ventura • 1:72 TA-4F Skyhawk • 1:35 T-28 tank
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P-38 Lightning & DUKW

1:72



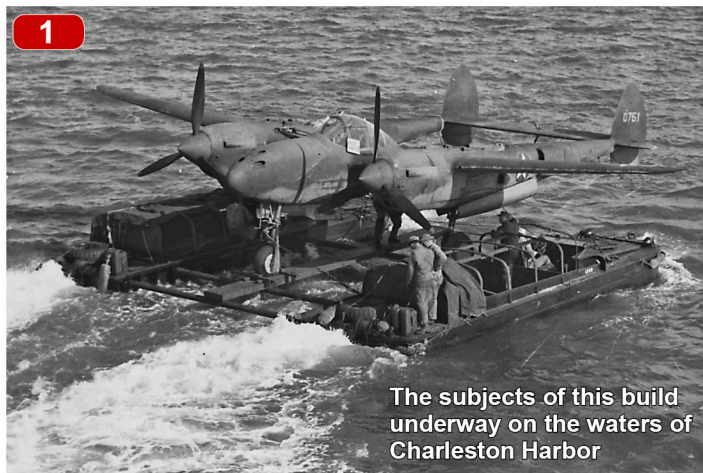
John Robinson, C#3811
Simcoe Scale Modellers
Midland, ON



Project Inspiration and Background

I had originally come across this photo (Fig. 1) in a magazine and was intrigued with the idea of building a diorama of it.

The idea was that if P-38s and other aircraft were going to be shipped into islands in the Pacific theatre of WWII, not all of them would be able to be flown in. Some would have arrived by ship and a suitable means was needed to remove them from the deck of a freighter and get them ashore.



The subjects of this build underway on the waters of Charleston Harbor

The Test

Two DUKWs were linked together in parallel. They had a steel trough attached to one side of each hull; one had it on the left/port side the other on the right/starboard side. These were to roll the aircraft main wheels onto and then the trough would help hold them in position side-to-side. To space the DUKWs apart three sections of steel tube on (I am assuming) flexible joints were attached to the hulls under the troughs. This arrangement also allowed for placement of a flat plank for the P-38 nosewheel to run on. In the book, *The Complete DUKW* by David Doyle (pages 82 to 91) there are numerous photographs of ferry techniques used to carry trucks, jeeps and other vehicles. The method used for the P-38 tests was known as dry ferry testing and can be seen on pages 169 to 171. In some of these tests when using cranes to load the aircraft the outer wing panels were removed. Unfortunately there are no close up photographs of the attachment points for the tubing to the DUKW's so I felt justified in using some artistic licence. In some photographs it appears that it was a rigid joint and in others the two hulls do not appear to be exactly in line. (*I'm sure there is someone out there in the world that knows the answer to this?*)

A single DUKW's cargo capacity was normally rated at 2.5 tons (5,000 lbs). However, I've read that a P-38D's empty weight was around 12,000 lbs. That empty weight was with the removal of all fluids. (fuel, coolants, oil, etc.) which brought it down closer to the pair of DUKWs' rated combined load limit of 10,000 lbs. Consequently, the testing also necessitated the removal of the guns and ammunition storage from the nose and all ammunition attachment points. It

CC-129 - A Douglas



'Swept Wing Racer'



1:48

By John Lumley, C#1000
IPMS Winnipeg, MB



declared to be qualified CC-129 first officers and put to work. Should you wonder why, as a first officer, we were trained for and flew in both the left and right seats, unlike many operators that restrict first officers to the right seat. Simply put, whether pilot (aircraft captain) or co-pilot, our time was split between both seats. The same was true in the other multi-engined aircraft that I flew with the CAF.

Introduction

Of all the aircraft that I have flown, the only completed model of one is that of 12937, a 429 Squadron (Sqn) CC-129 Dakota. There is no Chipmunk, no Tutor, no T-Bird, no Hercules, no King Air and no Dash Eight in my collection (yet).

After pilot training, I was posted to the Canadian Forces Flying Training Standards Unit (CFFTSU) in Winnipeg to fly their CC-129s (the unit also had some CT-133 Silver Stars on strength). For those not familiar with the Canadian Forces (CF) aircraft designation system, the CC-129 was a C-47 otherwise known as a Dakota, Skytrain, Gooney Bird, Douglas Swept Wing Racer and other less complimentary names. For most of us, though, it was simply a 'Dak.' Training was simple. We did a couple of weeks of ground school after which we got in the left seat, with an instructor in the right seat, and learned how to fly it. There were no simulators to first hone your (lack of?) skills. After some 14 hours 'stick' time spent in the left seat, plus a lesser amount in the right seat, we were given the appropriate blessing, baptised with a frosty refreshment at the mess,

In mid 1972, CFFTSU became 429 (Composite) Sqn flying the same aircraft out of the same hangars but with a new unit name. Then in 1975, after plans were announced to retire the CF's CC-129 fleet, 429 Sqn and yours truly converted over to flying the CC-130E Hercules. As it turned out, not all Dakotas were retired and a handful (*ultimately totaling nine aircraft*) continued on with 402 Sqn until the fleet retirement on 31 March, 1989. As I indicated, my Dakota flying ended in July '75 with 2066 hours logged on type, and having flown at least 24 different aircraft during that time.

Flying the Dak

When compared to current aircraft or even most other aircraft flying back then, the Dak was primitive. The cockpit, navigator's station and radio officer's station were largely unchanged from what they were when the aircraft was built in the early 1940s, albeit we pilots now had a UHF radio, a very limited VHF radio, ADF, TACAN and a transponder. Full main and auxiliary fuel tanks provided eight hours of usable fuel at a cruise speed of 150 knots, with most flights

Building a Canadian M113 FITTER

1:35

Cleaning up
the Classics!



The M113 Fitter is a converted M113A1 Armoured Personnel Carrier fitted with a HIAB hydraulic crane. It was used to lift heavy components, like engines, power packs, etc., while conducting repairs on light armoured and wheeled vehicles in the field.

Barry Maddin
C#6000
Truro NS



In 1975, while serving with 1 Service Battalion, Maintenance Company, Forward Repair Group (FRG), I got my dream vehicle. Not a Ferrari or Lamborghini, but an M113A1 Fitter. Now this baby was powered by a 6V53 naturally-aspirated Detroit Diesel engine with a select shift automatic transmission that could reach a blistering 60 km/h on a flat road. She could also bash her way through a copse of small trees or brush and swim rivers. Together we roamed the wilds of the CFB Wainwright, Alberta, training area, seeking out broken-down armoured and wheeled vehicles to facilitate repairs.

Heeding the call from our esteemed editor for builds using older kits I realized I had safely nestled in my stash the Tamiya # 35040 kit of an M113 Armoured Personnel Carrier (APC), along with the Verlinden conversion kit # 506 for an Israeli Defence Force M113 Fitter that would have almost all the parts needed to build a Canadian vehicle. I also had the Academy kit # 13211 of a M113A3 which had extra parts that I could use to correct some of the shortcomings of the Tamiya kit.



The Build

I first selected the items from the Verlinden kit that I would use on the build (Fig. 1) and started to remove the casting plugs. The biggest casting plug was on the roof access door assembly where I used a series of rasps to chew through the thick plug, while wearing gloves and an N95 mask to minimize the health hazard from the resin dust particles. When done I washed down my work area then washed all the resin parts to remove any casting residue.

I then started on the basic build of the Tamiya M113 chassis. I left out the power pack, steering differential, and drive shafts as I planned to have the front end of the vehicle closed up. Even for its age the fit of the parts was typical of the high standard one expects from Tamiya.

Interior decorating I shortened the forward portion of the right-side passenger bench seat assembly to allow for a heater hot air hose and hot air floor manifold to be added.

1:12

A shadow box aircraft repair diorama



“Quick fix at -40°C”

John Robinson, C#3811
Simcoe Scale Modellers
Midland, ON



It was a day-by-day diary account of a Noorduyn Norseman that had crashed into a shoreline on a remote frozen lake in the Northwest Territories and which had to be repaired and flown out before the spring thaw. The damaged engine mount, skis and undercarriage legs all had to be attended to before it was airworthy enough for a flight out.

Rex, along with another mechanic, spent a month in the

The background story

Back in 2009 I found a book on early 1930's bush flying entitled *"Bent Props and Blow Pots"*, by Rex Terpening. I was intrigued by the title as I knew what a bent prop was but had no idea what a "blow pot" was*. The book is a wonderful history of the early days of civil aviation in Northern Canada from the late-1920's to the late-30's as seen through the eyes of the author. Rex was an Air Engineer, a mechanic. He was a young lad who took to the skies in whatever plane they had to fly on some interesting adventures, sometimes in the worst of weather. He was the guy that went along to fix the aircraft when things went wrong. One particular tale in the book inspired me to build a diorama which I named after the chapter *"A Mid-Winter's Tale."* (Fig. 1)



My original 1:48 diorama of A Mid-Winter's Tale - 2009

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An RAF SEAC P-47D



THUNDERBOLT MK.II

by Jose L. Gonzalez
IPMS/USA #44457
Chelsea, AL, USA
IPMS Phantom Flashers, Birmingham, AL



Editor's note - I saw this model on the contest table at the IPMS/USA 2019 National Convention in Chattanooga, TN. The paint job really caught my eye and I am grateful that Jose took the time to write it up for RT.

BACKGROUND

I have read a lot of good things about the Tamiya P-47D. I wanted to build one but I also wanted a different paint scheme. Looking on Ebay I came upon the Xtradecals "Yanks with Roundels Part 4", sheet # X48-115. I found a picture of the specific aircraft I liked and started building. It was as simple as that to get me going on this build.

THE KIT

Typical of Tamiya, the quality of the parts results in a very easy build. I wanted a pain-free build and this was a great kit to do that. It has a great fit with no need for any filler. I felt that no modifications were needed as this kit closely resembled the RAF Thunderbolt Mk. II. The only aftermarket used was some Eduard photo-etch, which added a bit more detail to the already nice cockpit.



THE BUILD - INTERIOR DETAILS

For the cockpit colour I used Tamiya XF-70 with a few drops of XF-2 and XF-3 added to match it closer to the reference photos. This colour is typical of Republic's P-47s. The Eduard Zoom interior set includes the seat belts, instrument panel and some handles and knobs, and these were added in at this step.



Fig. 1 Matching the interior colour to reference photos.