

RT

Random
Thoughts



By Modellers, For Modellers

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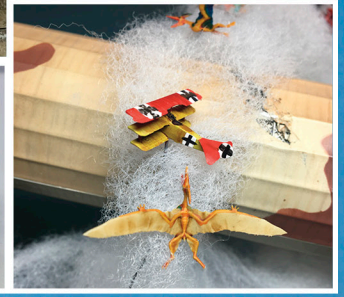
BONUS!
FOUR EXTRA
PAGES!

Massimo Santarossa's 1:144 CFL Boeing 737



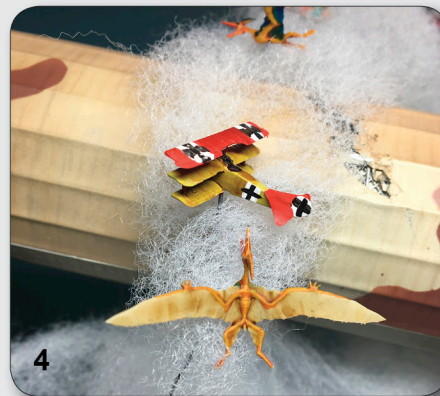
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Cover Comment: Massimo Santarossa of Calgary AB worked his magic on a Skyline Models 1:144 Boeing 737 that carried a special scheme for the CFL in 2018. See page 19 for the build article.

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, 1:35 T-28 tank, 1:43 Can-Am cars, 1:35 Cdn Army Ferret, 1:144 Discovery XD-1, 1:32 post-war Lancaster, 1:72 VF-18C Valknet, 1:48 Beaufighter, 1:72 Shackleton,

ZEPPELIN VS PTERODACTYLS

**A Challenge
from the
Facebook Algorithm!**



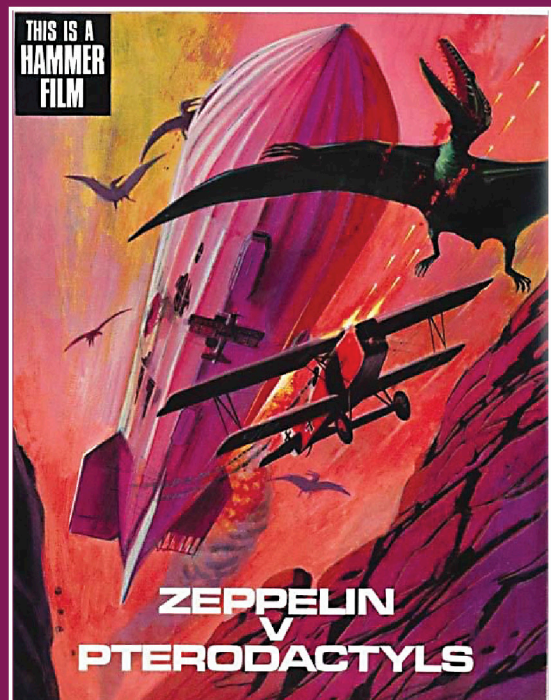
1:350

Geoff Heyland
C#3729
West Lorne, Ont.



I do not understand Facebook. I avoided social media like the plague until a few years ago when fellow members of IPMS London told me I was a troglodyte and should get with the times as there was a ton of international modelling material on it. Peer pressure is a powerful force - I joined Facebook... and as a result I have lost months, if not years of my life to 'doomscrolling' through more outstanding, excellent, good, mediocre and not-so-good model builds than I ever thought I would see in my lifetime! That's the good part.

The more challenging part is what Facebook does when it thinks I might like something and somehow make them more money. Apparently, depending on what I look at, what I visit and what I scroll slowly over as opposed to blow past quickly, Facebook thinks it can predict what other things I would like. The sad part is that it is often correct. I like to mess with the algorithm from time to time by liking or visiting weird things, just to see what might happen...



Woah! You had me at Zeppelin!!

T212 Truck



Kit-bashing with Resin and 3D-printing

Martin P. Bendsøe
IPMS Canada C#6024
Lyngby, DENMARK



Background

This article has been in the pipeline for much longer than I had hoped after I first suggested the theme to our honourable editor back in March 2023. Several things made the process slower than anticipated. First, research into these vehicles turned out to be complicated. A real show-stopper was that I found out the Canadian Army used very few (in theatres of war but a handful, it seems) of the many of these Dodge vehicles that Canada produced in the Second World War (WWII). And I had plans to write a piece about Canadian-produced Dodges in Canadian service. What a bummer.

My first plan was to build some 1:72 D15 and D60 Dodge trucks based (see Part 2 on page 39) on a resin-cast driver's cab produced by the Scottish company Road Transport Images (roadtransportimages.com). They produce a broad range of cabs (and simplified chassis, plus various truck and car bodies) that allows you to build rather exotic models of wartime trucks. Their focus is post-

1945 trucks, but many of their cabs work fine for WWII trucks. Examples are Kew Dodge Model 82, Commer Q2, Morris C11/30F, and Bedford ML.

The way I use these resin cabs is to combine these with chassis, drive trains, and cargo bodies made from scratch or using parts from kits in my stock (plentiful) and parts from the spares box (also plentiful). However, to do this you also need a reasonable source of technical information, which for trucks seems to be harder than for aircraft.

For the Dodges I found it a bit complicated to find information but also finding the proper parts in my stash. On top of it, the summer of 2023 saw the release of a number of 3D-printed kits that seemed to fit my theme, so I was distracted and started off on too many other projects. Now I seem to have gotten my act together on the Dodges, so please read on...

The Dodge T212

In many pictures and numerous Imperial War Museum and British Pathé films from North Africa in WWII you will notice a handsome small truck sprinting along on dirt roads. It has a definite American look to it with its cab shape and the solid front grille and lamp guards. Actually, it is a Canadian-built vehicle, the Dodge T212.

FOOTBALL'S HIGH FLYER



A CFL Boeing 737-300

Massimo Santarossa
IPMS Canada C#6052
Calgary AB



The combination of two good things to make one great one is commonplace. Chocolate and peanut butter; gin and tonic; bacon and eggs (actually bacon *and anything*); mac and cheese (anyone else notice the food trend?). Two of my personal favourites are Boeing airliners, as I've flown them for about a quarter century, and the Canadian Football League (CFL). And before you ask, yes, our game is the better of the two options in North America.

One can imagine my delight when Canadian North painted up one of their Boeing 737-300 aircraft in 2018 with the logos of all nine CFL teams; the Western Division on the left side of the fuselage and the Eastern on the right. All that was needed was a kit and a set of decals, and, as it happened, both were available.

KICKOFF!

Kit and Decals - The Skyline (Daco) series of kits are generally acknowledged as being some of the best airliner kits in plastic, especially when it comes to the 737. Moulded in grey styrene, it comes offered in three versions, -300, -400 and -500 Series, which in practice mean three different fuselage lengths. The kit features fine recessed panel lines with no flash evident, though some mould seams need to be cleaned up during construction. Open windows are not offered but their locations are moulded to the inside of the fuselage halves should one wish to go down that road. Similarly, a clear cockpit section is included to replace the solid plastic section if a view into



the flightdeck is desired. Another nice touch is the inclusion of a one-piece intake for each engine, thus eliminating any joint seam that would undoubtedly need filling.

Some aftermarket embellishments were purchased for the build. An ExtraTech photoetch set provides some of the finer details like antennas and gear parts. To bring the airplane to life, a set of V1 Decals (v1decals.com) featuring Canadian North's CFL livery was selected. Two versions of this paint scheme were available, with the earlier one being selected. This was chosen simply because I liked the look of the earlier CFL logo that adorned the tail. With all the pieces in hand, it was game time.

FIRST AND TEN

Construction Starts - Airliner models are great from the perspective that construction can start immediately, no pesky cockpit to paint beforehand. Prior to closing the fuselage halves, the landing gear bays received their PE details and were installed in position. The instructions did not call for any nose weight, but out of a sense of precaution some ballast was added to avoid the chance of the plane becoming a tail sitter.

THE CANSO

A Cat(alina) by Another Name



By John Lumley, C#1000
Winnipeg, MB



Some History

The Consolidated Model 28, more commonly known as the PB-Y Catalina, first flew on 19 May 1936. In all, an estimated 4051 aircraft were built by 1945. Of that total, Boeing Canada built 307 PB-Y-5 flying boats and 55 PB-Y-5A amphibious aircraft, while Canadian Vickers built 380 PB-Y-5A amphibians. As for the name Catalina, it was actually first given by the British and named after Santa Catalina Island, California, and, in keeping with the British practice of naming seaplanes after coastal port towns, the Royal Canadian Air Force (RCAF) PB-Y-5 examples were named Canso and PB-Y-5A Canso As, after the town of that name in Nova Scotia. In all, 339 were employed by the RCAF until being retired in 1962.

Likely the most famous Canadian-built aircraft was Boeing Canada's Canso A, serial number 9754, which was flown by Flight Lieutenant David Hornell who, while serving with 162 BR (Bomber

Reconnaissance) Squadron (Sqn), RCAF, sank the German U-1225 despite being badly damaged and on fire. Hornell managed to bring his burning aircraft down on the heavy swell but subsequently passed away. He was posthumously awarded the Victoria Cross for his action. The decals for Hornell's aircraft and others can be had from Aviaeology at [AOD48024 - RCAF Canso A \(PB-Y-5A\) collection 1: The sub-killers of 162 \(BR\) Squadron - 48th scale Decals 'n Docs \(aviaeology.com\)](http://AOD48024 - RCAF Canso A (PB-Y-5A) collection 1: The sub-killers of 162 (BR) Squadron - 48th scale Decals 'n Docs (aviaeology.com).).

There is also a famous Canadian link to a Consolidated Catalina Mk.I. Specifically, that flown by then Squadron Leader (S/L) Leonard 'Len' Birchall while serving with 413 Sqn, RCAF and based in Ceylon to provide a reconnaissance force for the Allies. On 4 April 1942, he flew Catalina AJ155 coded QL*A when he spotted a large Japanese fleet, the Nagumo Task Force, heading towards Ceylon. Birchall's crew managed to send out a radio message reporting the fleet before being shot down by six Japanese Zeros. He and five crew members were picked up by a Japanese destroyer and were imprisoned for the duration of the war. He has since been known as "The Saviour of Ceylon", as his warning allowed the harbour to be partially cleared before the Japanese attacked Colombo. In 1946 Birchall was made an Officer of the Order of the British Empire (OBE) for





ATLAS 5A ROCKET

Canada Science and Technology Museum

The Atlas 5A on the front lawn of the Canada Science and Technology Museum, Ottawa

1:72

By Glenn Cauley
C#1159
Kemptville, Ontario



Background

Long-time residents of Ottawa, ON will fondly remember the Atlas 5A rocket that graced the front lawn of the Canada Science and Technology Museum (CSTM). Loaned from the United States Air Force (USAF) in 1973, the silver giant steadfastly stood guard until 2015. Sadly, due to corrosion and air pressure leakage – the rocket needed to be continuously pressurized with nitrogen to remain upright – the once-mighty Atlas was collapsing under its own weight... posing a safety risk to the public. Per the agreement with USAF, the Atlas was taken down and scrapped in early 2015. IPMS Ottawa held its monthly club meetings at CSTM for many years, so we were saddened at the demise of the iconic historical artifact that had become a local landmark.

Serendipitously, Horizon Models of Australia (horizon-models.com) released a 1:72 model kit of the Convair SM-65D (Atlas 5D) – a later variant of the Atlas 5A – in 2015. I recognized the potential for a tribute project, so I purchased the kit when it became available. Fast forward to mid-2023: the time had come to build Ottawa's lost Atlas.

Crafting a Blast from the Past

To build the Horizon SM-65D Atlas kit as an earlier 5A variant, I knew I was going to have to make numerous changes to backdate it. (Fig. 1) Fortunately, there are many photos and even drone videos of the Atlas to use for reference.

I quickly inventoried the changes that would be needed to backdate the Atlas: nose cone, side pods, cable and propellant conduits, and numerous small details throughout. I would also need to create a bottom support platform and large side support stands.



Convair SM-65D (Atlas 5D) kit

WWII Dodges, Part 2

1:72

D15 and D60 family



Kit-bashing with Resin and 3D-printing

Martin P. Bendsøe
IPMS Canada C#6024
Lyngby, DENMARK

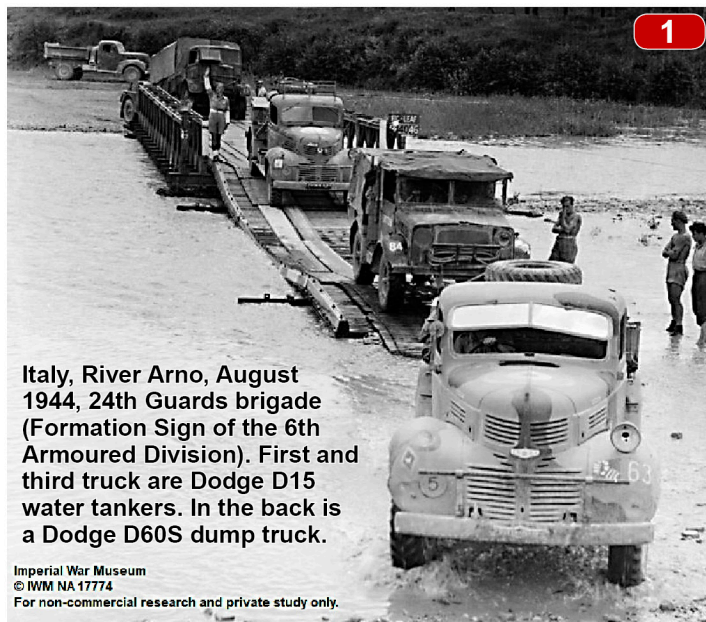


Background

A few years ago I learnt about the incredible story of the contribution of the Canadian automotive industry in supplying trucks to the Commonwealth armies during WW II, building in total around 800,000 trucks over a few years. Immensely impressive and a story that I think is not well understood on the European continent (where a lot were used). The Canadian Military Pattern (CMP) trucks are described in a lot of detail in many sources, and the internet is a gold mine if you have the time to find and select the information (for a good starting point see [Ref. 1](#)).

The Dodges that will be described here are modified civilian commercial designs (of all makes - including Dodge - 306,000 were built and classified as "Modified Conventional Pattern" (MCP). The more well-known Canadian Military Pattern (CMP) specification included production by GM (Chevrolet) and Ford, with a contribution of 201,000 and 209,000, respectively.

Chrysler of Canada built about 180,000 Dodge MCP military trucks during the war (see also see [Ref. 2](#)). The D15 and D60 trucks were two-wheel drive (rear), with a



Italy, River Arno, August 1944, 24th Guards brigade (Formation Sign of the 6th Armoured Division). First and third truck are Dodge D15 water tankers. In the back is a Dodge D60S dump truck.

Imperial War Museum
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four-speed gearbox in front and a two-speed rear axle/differential. They had regular Dodge cabs fitted, but with right hand drive (except for those for Canadian domestic use). The wheelbase of the D15 was 128.5" and the D60 came with a short and a long wheelbase of 136" (D60S) and 160" (D60L), respectively. You see pictures of the D60 Dodges with both 8.25 x 20 tires and dual rear wheels and with single 10.50 x 16 wheels on all axles. The D15