Vol. 40 No.2 2018

RT Random Thoughts

VOLUME 40 • NUMBER 2
Summer 2018

By For Modellers

IPMS CANADA

The quarterly journal of the
International Plastic Modellers Society of Canada

Decal subjects in this issue

Members' Bonus in this issue
Free decals!

ipmscanada.com

In This Issue

RT Random Thoughts

The International Plastic Modellers Society of Canada
established 1964

Volume 40, Number 2
2018

Table of Contents

Cover Comment: *Current IPMS Canada members are receiving a free decal sheet that covers the five aircraft shown: a Norseman, an RCAF Yale, an RCAF Expeditor, a USAAC XP-40 and an RCAF Spitfire Mk.I*

Future aRTicles...

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, 1:48 CF-5A/CF-5D, CF-5 'Aggressor' Camo, 1:32 Mosquito, SM.74 vacuform, 1:72 Matilda, 1:72 CH-124 Sea King , 1:48 Macchi 205 , 1:48 French Bf 109E , CH-47 Chinook , 'Buddy Holly' Bonanza

An Oddball Expeditor...

Members' Bonus Decals

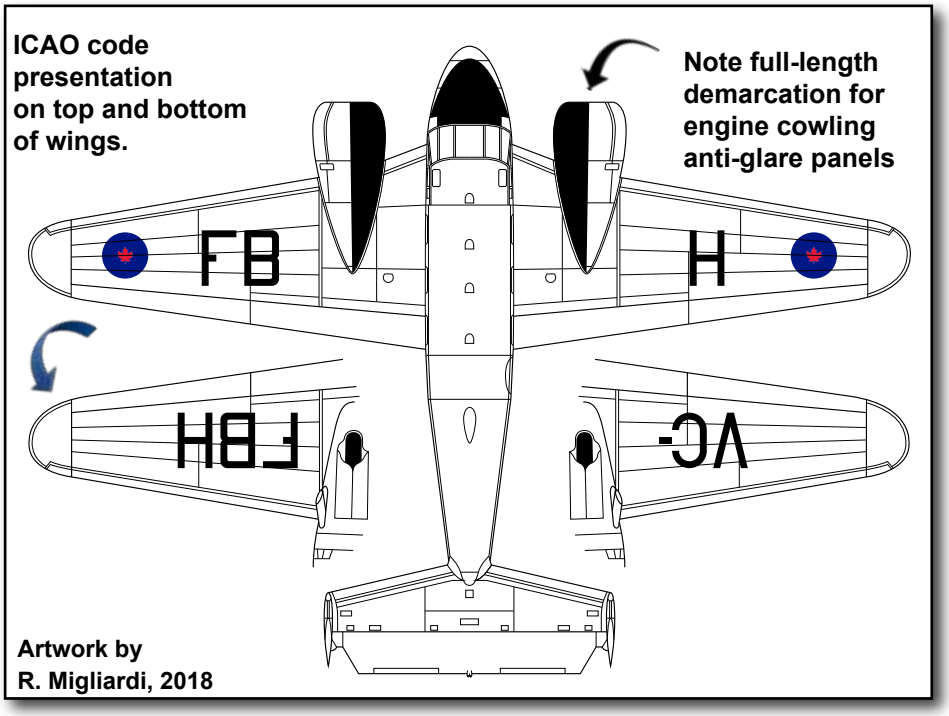
EXPEDITOR Mk. 3T, S/N 1414, ICAO code VC-FBH, The Central Experimental and Proving Establishment, 1947-48

The Aircraft

We have very little information on this particular RCAF Expeditor, but it does offer the modeller of Canadian aircraft a very nice option on some unusual and short-lived marking practices in the life of the early postwar RCAF.

History and RCAF service of Expeditor 1414

- Beechcraft construction number: 6613
- U.S. Lend-Lease serial number: 43-35861
- delivered via RAF as HB263: (date unknown)
- taken on strength by RCAF: 16 June 1944
- re-serialled as 1414: (date unknown)
- re-designated from Expeditor Mk. II to Mk. III: (date unknown)
- re-designated as Expeditor 3T: (date unknown)
- stored (Saskatoon): 21 September 1964
- struck off strength: 26 November 1964
- to Crown Assets Disposal Corporation: 2 August 1966



An Expeditor Mk. I was basically a USAAF C-45B and a Mk. II was basically a USN UC-45F

It's my understanding that the Mk. III (or Mk. 3) designation was post-WW II and the changes included making the aircraft more suitable for peacetime use. The 3T was a basic transport. Most squadron and station "hacks" were 3T's. There were many conversions to and from the various RCAF variants, but 1414 appears to have stayed as a 3T.

Information via Jeff Rankin-Lowe

Those Roundels

The first Canadian standard roundel, called the **Type 1 Roundel**, was similar in appearance to the RAF Type 'B' roundel. It consisted of a red Silver Maple leaf on a blue disk. This was approved for non-camouflaged aircraft on January 19, 1946. The Type 1 roundel was to be adopted on March 28, 1946, with the first noted use on June 12, 1946. It officially lasted until May 1948.

The exact shape of the RCAF roundel maple leaf was subject to wide variation, particularly during its early period. Close examination of photos will reveal many of these differences; we initially thought that VC-FBH was an RCN aircraft, which had its own distinctive maple leaf!

The Type 1 roundel was known to have been applied on the Anson, Canso, Chipmunk, Dakota, Expeditor, Harvard, Lancaster, Liberator (VIP), Mitchell, Mustang, Norseman, North Star, S-51, Vampire and Ventura.

Those ICAO Markings

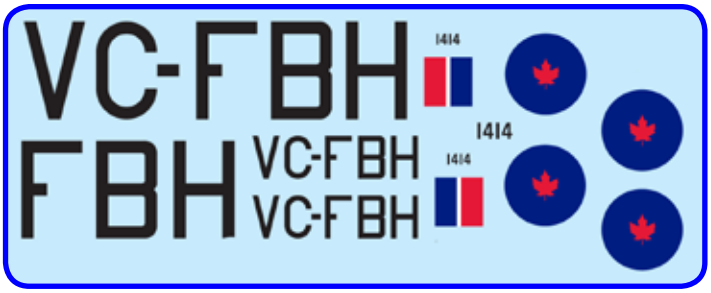
In the early post-war years, the ICAO (International Civil Aviation Organization) developed a system using five-letter designators to identify civilian and military aircraft of various countries.

Starting 9 May 1947, a five-letter ICAO registration was assigned to each aircraft in RCAF service. Interestingly, only a few other countries seems to have embraced this practice for their military forces – they obviously knew better!

The RCAF was assigned the letters **VC-**, the RCN was assigned **VG-**, and Canadian civil aircraft were assigned **CF-**. For the military, the third and fourth letters designated a unit (**FB** in this case denoting CEPE), and the fifth letter in the string was the individual aircraft code within the unit.

From 1 June 1947, the fuselage markings were to consist of the two-letter unit designator, a roundel, and the individual aircraft letter, reading left to right on both sides of the fuselage. Roundels were to be applied to both upper wings and fuselage sides. The full VC code was to be applied on the under wing surface with VC under the right wing and the remaining three letters under the left wing. The last three letters were also carried on the upper wing surfaces, inboard of the roundels, with the two-letter unit identifier on the upper left wing and the last letter on the upper right wing. This Expeditor is obviously a very early example of these confusing post-war markings. It uses a blend of the full five-letter ICAO registration, but with an early RCAF roundel mixed in.

This ICAO designation system proved extremely unwieldy and it was discontinued by Canada's armed forces in 1951, though the system lives on in civilian use around the world to this day.



Modelling an RCAF Expeditor

Note that the post-war Expeditors had the long nacelles and extended inner leading edges.

In 1:48 the Belcher Bits resin set is available to produce this version from the ICM kit. (**belcherbits.com/lines/148conv/bb39.htm**).

In 1:72, the only late version is the Hobbycraft C-45H. (Note that Hobbycraft produced two C-45 kits – the wartime C-45F version with short nacelles, and the post-war C-45H with the longer nacelles.)

Expeditor references

Okay, a search will not produce too many hits for literary works on this aircraft. Apparently few authors are trying to make their fortune on the Expeditor. We found this one - **Civil and Military History of Beechcraft 18 by Robert K. Parmerter, published 2004**.

Your second-best bet for references will probably come from online searches for material. To make up for the shortfall we are providing you with a selection of RCAF photos of other 'Bugsmashers' in service.

An RCAF Expeditor in an undignified pose, but nicely showing off the code letter placement, anti-glare and leading edge de-icer boots. (RCAF photo)

Another VC-era Mk.3 showing the positioning of the ICAO underwing codes. (Library and Archives Canada, MIKAN No. 3559831)

NATO aircrew from Norway training at RCAF Station Winnipeg. There is some great detail here that can be applied to our Expeditor. Note the demarcation of the black antiglare on the cowlings. (DND Canada photo PCN-3932)

Not very helpful for this decal reference article, this photo nevertheless shows a very attractive RCAF 'lightning bolt' scheme on an Expeditor in the 1950's. (DND Canada photo PC-300)

The Curtiss XP-40

Members' Bonus Decals

that visited Ottawa in May 1940

by Jim Bates
IPMS Canada C#6008
Seattle, WA

The History

The arrival in North America of Spitfire Mk.I L1090 caused much excitement on both sides of the border. Once the RCAF had accepted the aircraft in February 1940, and agreed to restore the airplane to flying condition after it had been damaged while crated for transport across the Atlantic, the USAAC, along with the RCAF, were very interested in evaluating the already-famous fighter. Arrangements were made so that the USAAC Materiel Division at Wright Field, Ohio, could evaluate the Spitfire in Canada. To sweeten the deal, they agreed to bring along the Curtiss XP-40 and allow two RCAF or RAF pilots to fly it.

On May 16, 1940, the USAAC and USN representatives arrived at RCAF Station Uplands with the XP-40 and a very shiny Douglas C-39 transport. The evaluations and inspections took place without incident and the XP-40 returned back to Wright Field. The two Commonwealth pilots that flew the XP-40 were Wing Commander F.V. Beamish, RAF, and Squadron Leader Ernie McNab, RCAF. It appears that both pilots were allowed two flights in the aircraft, each of less than 50 minutes in duration. The report prepared by Wing Commander Beamish found that *"performance of the two aeroplanes was practically the same."* He also stated that the XP-40 was quite large, heavier on the controls, and that the Allison engine was not as smooth-running as the Spitfire's Merlin. About the only plus on the XP-40's side was that with its *"constant speed propeller could outclimb the Spitfire with its two-pitch propeller."* To conclude, he stated, *"In my opinion, from a fighter pilot's point of view, the P-40 does not reach the high standard set by our excellent Spitfire. Again the Allison engine is not nearly so compact or as smooth in operation as the Rolls Royce Merlin."*

The Aircraft

Ordered as the tenth P-36A, serial number 38-10 became the only XP-40 when it was fitted with an Allison in-line engine. The XP-40's configuration changed many times after its first flight in October 14, 1938. By the time of its evaluation by the RCAF, it appeared superficially similar to the later P-40B, but still with differences that we hope to clarify here.

In 2018 the two Airfix kits are the best starting points to create an XP-40 replica in 1:72 or 1:48 scale.

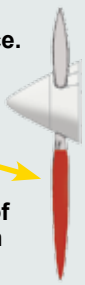
Kit Recommendations

Currently, the best kit of the P-40B in 1:48 is the Airfix kit, while in 1:72 the competition involves Airfix vs. Hobby Boss. The Airfix kit has good shape, but some find the panel line details too heavy, the landing gear should be shortened, and the canopy is too tall. The Hobby Boss kit is one of their EZ Build lines with some issues...a raised radio door for starters...but it you want a quick build... (*Trumpeter has issued P-40B/Cs in 1:48 and 1:72, but in the opinion of the author the above stated kits are a better starting point for the XP-40.*)

XP-40
Serial 38-10
May 1940

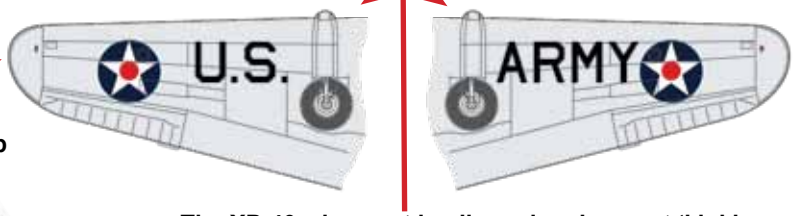
KNOWN: The propeller is unpainted on the front face.

SPECULATION: it cannot be discerned from the known XP-40 photos, but USAAC finishing specifications dictated that part of the rear face of props would be painted in colour Maroon 18.



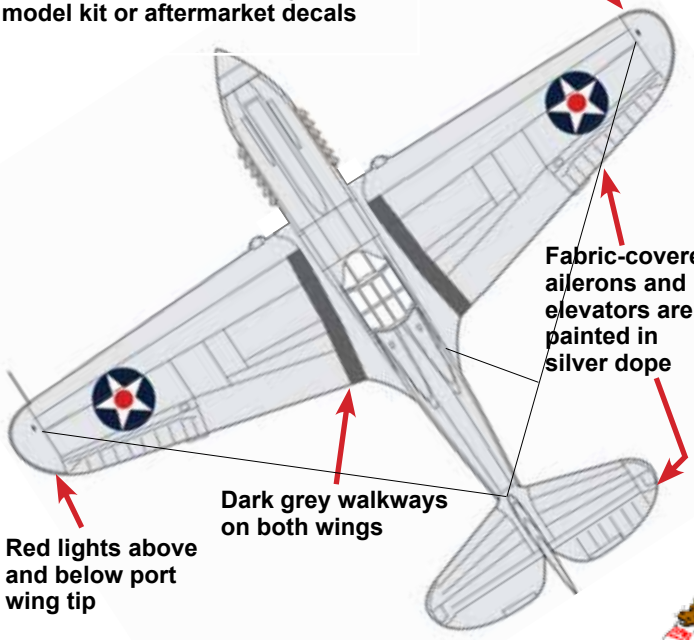
Propeller is unpainted on the front face, and it appears to not be painted on the rear face

Green lights above and below starboard wing tip



The XP-40 wing root leading edge does not 'kink' forward inboard of landing gear fairing

The standard U.S. Army Air Corps markings on the wings and rudder need to be sourced from your P-40 model kit or aftermarket decals



Fabric-covered ailerons and elevators are painted in silver dope

Dark grey walkways on both wings

Red lights above and below port wing tip

Artwork by R. Migliardi, 2018

There were three or four different versions of the XP-40 wing: as first built; our featured aircraft; then one or two interim mods, including the XP-40 as pictured. This is closer to the final version incorporated for the P-40B/C.

Good top view for markings, walkways, wing panelling.

Test configuration of the XP-40 wing root leading edge. Not adopted for production.

XP-40 modelling features

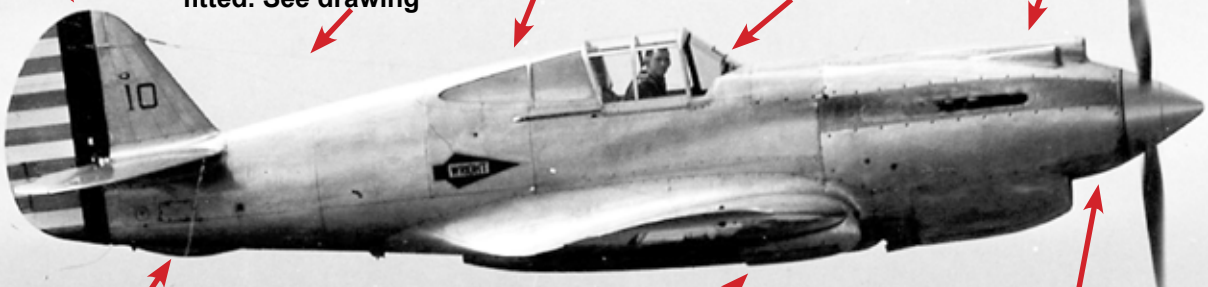
White light on sides of fin

Antenna wires fitted. See drawing

P-36 style rear quarter windows

No armoured glass fitted

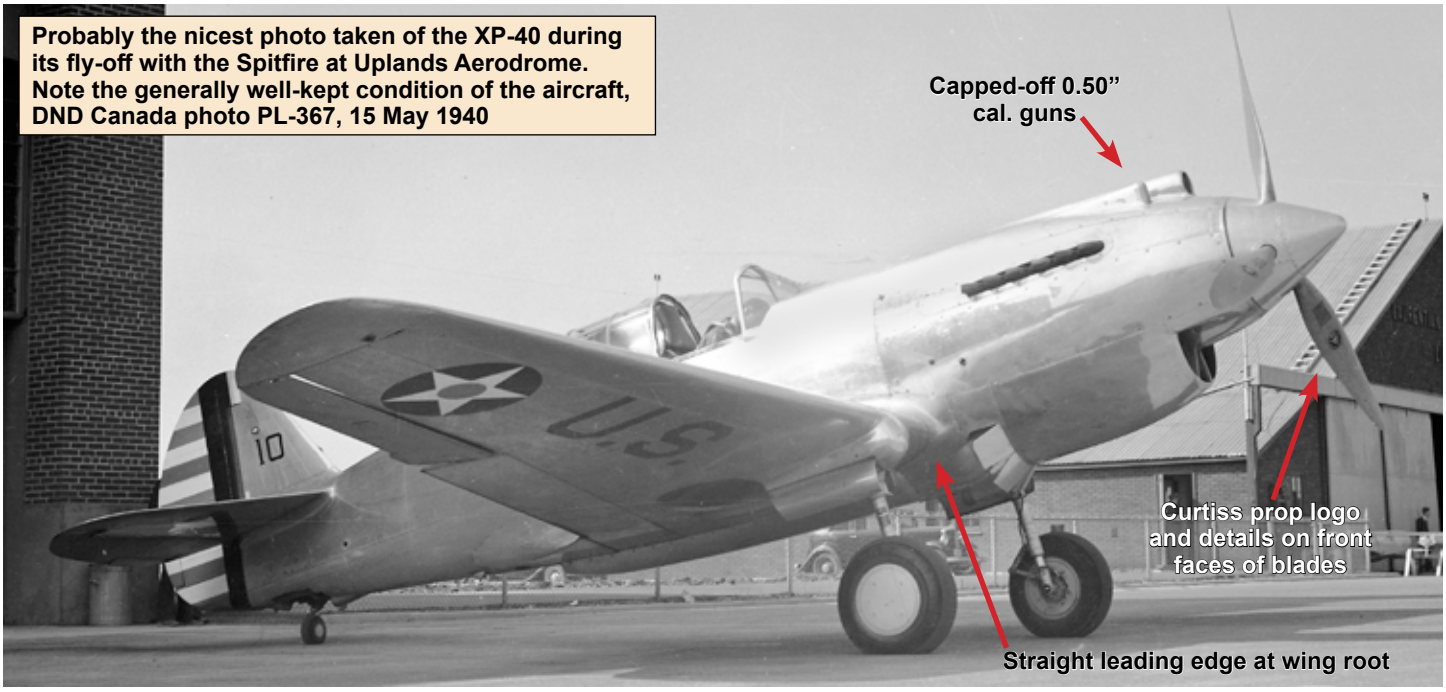
No nose guns fitted



Bulged and rounded tail wheel doors

No wing guns, gun fittings or access panels fitted

Engine cowling panels appear to be generally shinier than the rest of the airframe



Probably the nicest photo taken of the XP-40 during its fly-off with the Spitfire at Uplands Aerodrome. Note the generally well-kept condition of the aircraft, DND Canada photo PL-367, 15 May 1940

Modelling notes

The adventurous modeller may wish to try grafting a P-40B nose onto a P-36 kit, replicating in miniature what Curtiss did to create the XP-40. The alternative is to start with a P-40B kit, which will require the builder to:

◊ Remove the armoured windscreen from the canopy *(on the Airfix 1:48 kit, use clear part D10 and leave off clear part D02.)*

◊ Reshape the cockpit rear quarter-windows *(the ones behind the sliding canopy)*. On the XP-40 they are shaped the same as they were on the P-36. While the difference is subtle, the P-36 windows are longer and come to a sharper point than on the P-40B/C.

◊ Remove all the wing armament and the gun bay panels, top and bottom. On the 1:72 Airfix kit this isn't much of a chore on the top of the wing as the gun bay panels aren't present on the kits. They will need to be filled under the wing, along with the ejector chutes.

◊ Remove or leave off the pole antenna on the spine.

◊ The XP-40 was fitted with a shorter tailwheel in a fairing with bulged doors. This setup was a carry over from the P-36 and was eliminated by the time the P-40 entered production, and

◊ During early operation of the P-40-CU *(the first production model; basically the XP-40 with wing guns)*, ground loops were quite a problem. In order to cure this, the leading edge wing-fillet was modified *(see photos below for details)*. The XP-40 had a similar wing shape to the P-36 without the sweeping curve of the P-40B/C.

◊ At the time of its flights in Canada it was configured to carry just two, 0.50" calibre machine guns in the fuselage. However, the guns themselves were not fitted and the openings on the upper cowling were blanked off.

Colours and Markings

At the time of the evaluation the XP-40 was overall natural metal finish and in most photos it appears to have been polished to a high shine. Other paint and marking details to consider:

◊ Cockpit interior would have been painted silver.

◊ Propeller blades should have followed the U.S. standard of natural metal blades with part of the rear face being painted in colour Maroon 18. This colour was directed to be painted, starting either 18 or 24 inches from the propeller hub. *(a reasonably good match is Vallejo Burnt Cadmium Red 814.)* For more detail on the use of Maroon 18 colour, see **ascalecanadian.com/2015/09/maroon-19-and-usaac-and-usaaf.html**

◊ The propeller blades carried the standard Curtiss logo and markings on the front faces.

◊ USAAC cockarde insignia are found in four positions, two above and below each wing, along with **U.S.** under the right wing and **ARMY** under the left, painted in black.

◊ The standard USAAC tail stripes cover the rudder.

◊ There is a black/dark grey walkway on each of wing root.

Decals

Our decal sheet provides only the Wright Field 'arrowhead' insignia and the '10' for the tail. The other USAAC and P-40 markings can be sourced from your model kit decals, the spares box or from aftermarket decals.

Starfighter decals has some P-40 and P-36 sheets in 1:72 and 1:48 that can provide the standard markings needed for this model.

XP-40 References

◊ ipmsstockholm.org/magazine/1999/09/stuff_eng_p40.htm

◊ p40warhawk.com/Variants/XP-40.htm

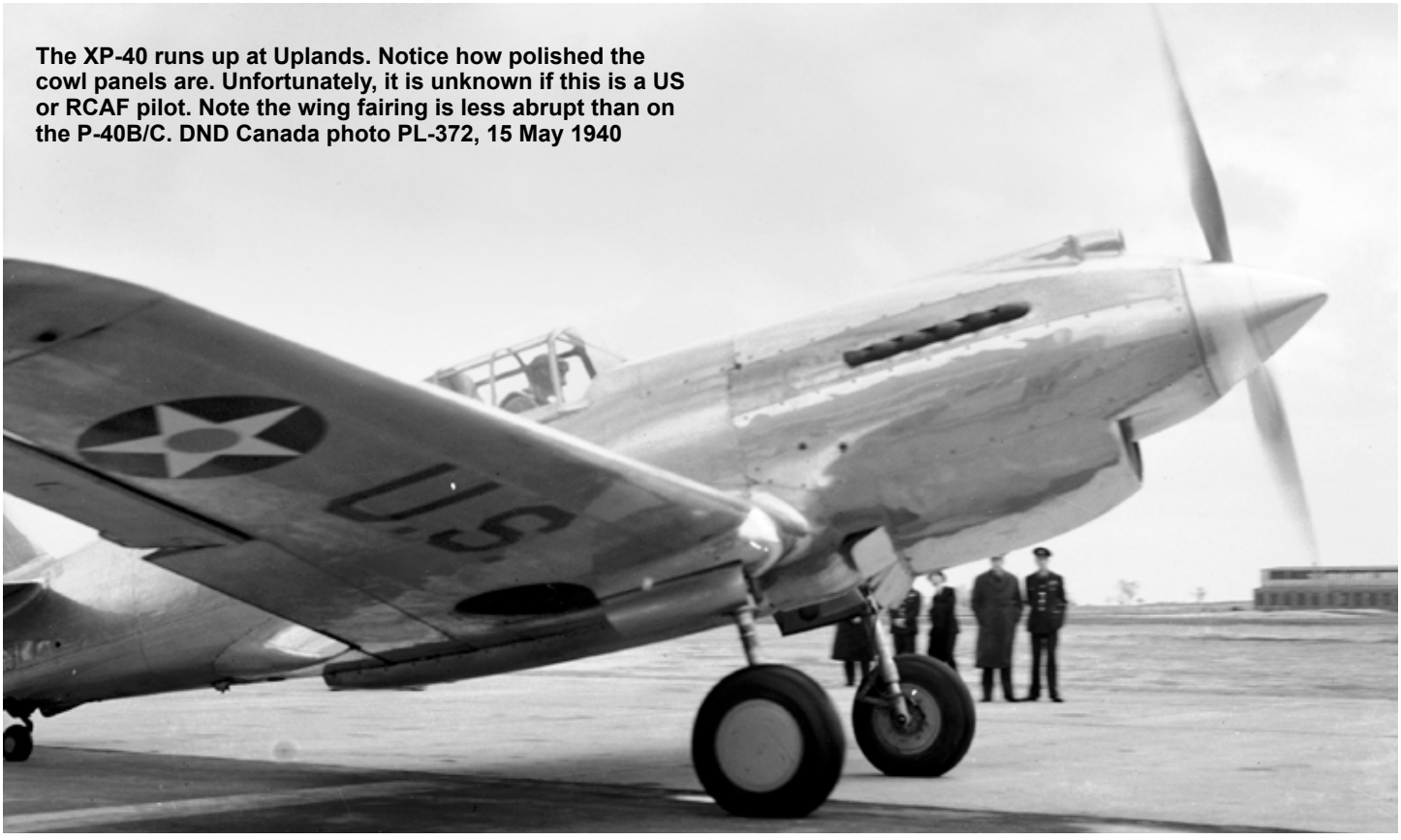
◊ p40warhawk.com/Variants/P-40B.htm

◊ joebaugher.com/usaf_fighters/p40.html

◊ Aircraft Pictorial 5 - P-40 Warhawk by Dana Bell , Classic Warships Publishing; 1st edition (2013)

◊ Forthcoming book by Carl Vincent on Curtiss Fighters - the Canadian Connection. Aviaeology Publishing, stores.ebay.ca/Aviaeology

A front view of the XP-40 in Ottawa. Note the overall shiny look to the natural metal finish. The gentleman looking at the landing gear must have been a modeller! DND Canada photo PL-375, 15 May 1940



The XP-40 runs up at Uplands. Notice how polished the cowl panels are. Unfortunately, it is unknown if this is a US or RCAF pilot. Note the wing fairing is less abrupt than on the P-40B/C. DND Canada photo PL-372, 15 May 1940

This XP-40 from a slightly earlier time nicely illustrates the P-36 style aft windows. On the P-40B the metal frame is the same shape as on the P-36, but the actual clear part is shorter and curved at the aft end, instead of the point you see here. This photo is said to be dated 10 February 1940, so it is probably close to the XP-40 configuration as it appeared in Canada. (source: Internet)

The XP-40 later in life. This photo clearly shows the more-pointed shape of the rear windows compared to a P-40B. One of the enduring issues with the XP-40 is why it is now 11-MD when it Canada it was just 10. (source: Internet)

For those who are considering doing up a flight line diorama of Spitfire I L1090 and the XP-40, here is a nice 'setting' shot to prove that they were parked near to each other during at least some part of the fly-off at Uplands Aerodrome in Ottawa. DND Canada photo PL-372, 16 May 1940

Canada's First Spitfire: L1090

Members' Bonus Decals

Ottawa, 1940

L0190 on the ramp at Uplands. Not very colourful, but still, it holds the distinction of being the first Spitfire on RCAF strength. DND Canada photo PL-362, 16 May 1940

Information compiled by the Editor

Two of the decal marking sets you are receiving with this issue are to help you build models of aircraft that had a unique meeting - a Spitfire Mk.I and a Curtiss XP-40. For a very short time in May, 1940, these two aircraft shared the same ramp space at RCAF Stn Uplands, the new Ottawa airport and the site of an expanding BCATP airfield.

The following excerpts from Carl Vincent's article in the Canadian Aviation Historical Society Journal are reprinted here with permission. Carl's full article will be republished in the next issue of ***beaveRTales***. Ed.

"Soon after the outbreak of war the Spitfire was sent from the UK on loan to the United States..." [Based on the service history below, the aircraft may have been selected for shipping on 29 August, 1939, but it appears to have not started the voyage until after the start of hostilities]

"Some sources claim that the Spitfire made it all the way to Wright Field, but that is certainly not the case, ... it was obvious that the US Army and Navy had never set eyes, let alone hands, on a Spitfire. ... For "political reasons" the Americans did not want the Spitfire flown in the United States - presumably because, as the exchange [of an American fighter for the Spitfire] *had not been effected, the Spitfire was still a foreign warplane. Therefore, both for financial and administrative reasons it would be better if the Spitfire was in Canada and temporarily on RCAF strength. ... there would be no objection to RCAF or ... US pilots flying it during its sojourn in Canada."*

"... on February 20 the Spitfire arrived at Rockcliffe. When it was uncrated it was found that at some point during its journey ... it had been damaged. The fin had been badly crushed ... it was feared that this damage would extend to the fuselage. The starboard tail was slightly damaged while the spinner was dented."

"... the engineering personnel at the RCAF's No. 1 Aircraft Depot had been able to thoroughly examine the damage to the Spitfire and judged that the injury to the fin was fairly serious. However, they considered that, despite the total lack of Spitfire drawings they could reproduce the damaged structural components and restore the aircraft to flying condition, but that it would require several weeks. ...The work was eventually carried out by No. 6 Repair Depot in Trenton, Ontario."

"...on May 11, the Spitfire's engine became unserviceable due to supercharger trouble. There was no time to wait for the RAF to supply a new engine, so the RCAF asked permission to install one of their own Merlin III's, presumably a Hurricane spare."

"The US party arrived by air on May 16 ... eight USAAC representatives ... plus three from the USN. The flights and examination of the aircraft appear to have been carried out without incident [at Uplands Aerodrome] *and the US personnel and the XP-40 duly departed* [for the USA]*."*

"[The Spitfire] *had been formally on RCAF strength since February 19 and was struck off on June 25. The Spitfire was shipped from Montreal on June 27, 1940 and eventually re-entered RAF service, on August 1,1940, ending its days as instructional airframe 3201M."*

Spitfire Mk. I L1090

Factory: Supermarine works at Eastleigh
Engine: Merlin III

Service History

24-8-39	First flight, 36 Maintenance Unit Sealand
29-8-39	Crated and shipped to USA
19-2-40	Taken on strength of the RCAF
20-2-40	Arrived (crated and damaged) at RCAF Station Rockcliffe, on the eastern outskirts of 1940 Ottawa
16-5-40	Evaluation flights against XP-40 at Uplands Aerodrome, located south of 1940 Ottawa
5-40	Transferred to No. 1 Testing Centre RCAF
1-8-40	Returned to UK; became instructional airframe 3201M
13-5-44	Transferred to No. 14 School of Technical Training
4-9-44	Aircraft was written off

Spitfire L1090 modelling notes

L1090 is a fairly early Mk.I and shows some very early production features mixed in with some newer items that started getting introduced on the production line.

Based on what can be gleaned from the photos taken of L1090 while she was active in Canada, here are some modelling features to consider for building a model of this Spitfire Mk.I during its short time on RCAF strength. Some of these numbered comments are keyed (99) to the drawings and the photos elsewhere in this article:

Airframe

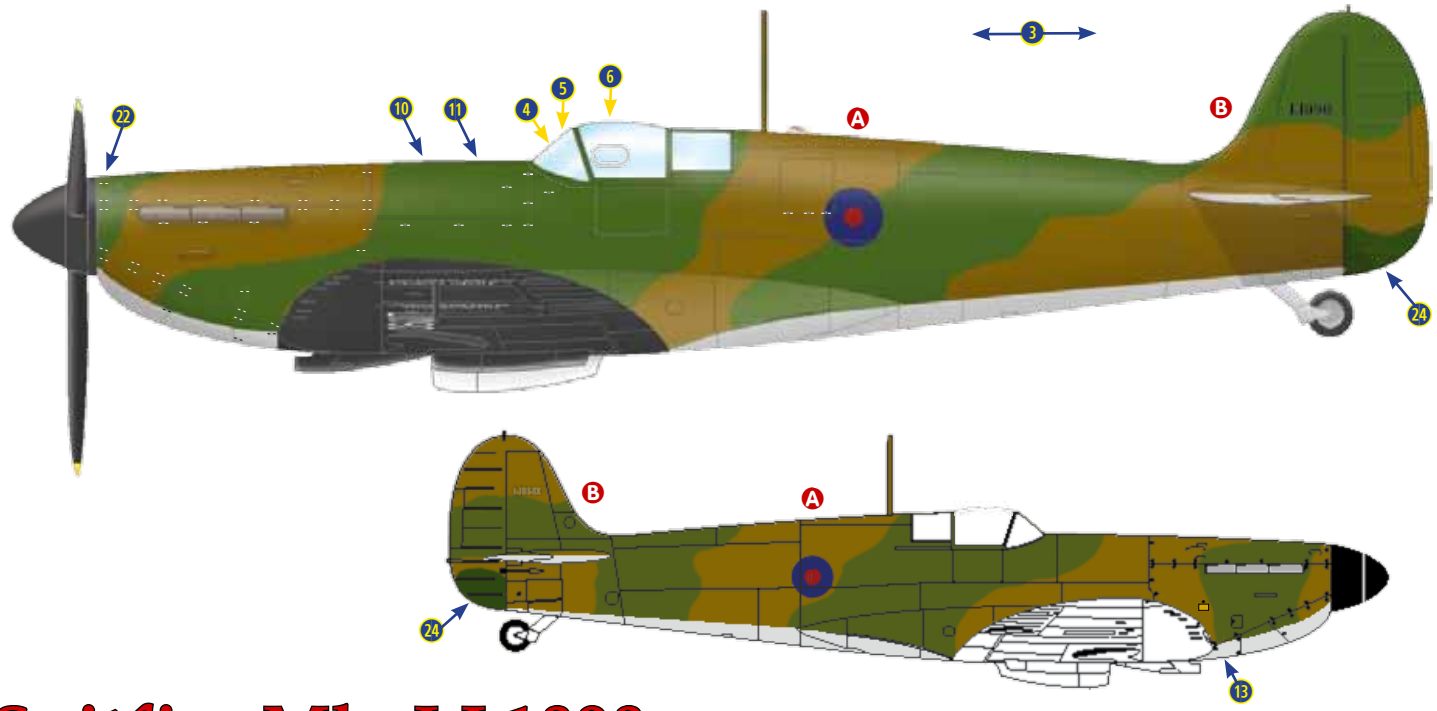
1. Four of the 0.303" Browning machine gun muzzles extend beyond the wing leading edge, on the innermost and outermost gun positions on each wing *(in other words, from left to right, guns 1, 4, 5 and 8)*.
2. It carries the early, untapered *(i.e., straight)* radio mast.
3. There is no HF antenna wire visible between the fin and the antenna post.
4. There is no armoured glass windscreen fitted.
5. The front windscreen is fitted with the early, curved side panels.
6. The domed sliding canopy has the early flat sides with a clear-view pop-out panel.
7. The aircraft is fitted with the seat headrest.
8. There is no voltage regulator fitted behind the headrest
9. There is no reflector gunsight is fitted or visible. The ring and bead sight is not evident in any of the photos.
10. There is no fuel tank "deflection armour" fitted.
11. The area of the fuel tank shows transverse lines of rivets that are not normally seen because of the fuel tank armour.
12. It is a carrying a black-painted de Havilland three-blade metal propeller with 4" yellow tips. No manufacturer markings are visible on the blades.
13. The engine's manual crank access opening is seen on this aircraft, on the starboard engine cowling panel, along with the small brass instruction plate beneath it.

Colour Scheme and Markings

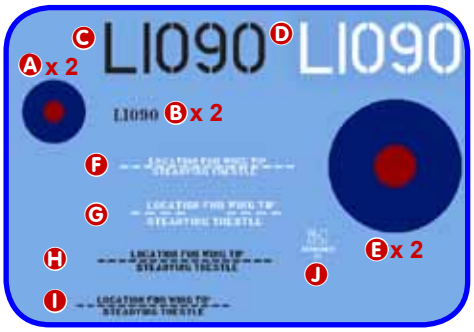
14. The aircraft is painted in the 'A-scheme' pattern of Dark Green and Dark Earth. It has absolutely hard-edged camouflage; there is no soft edge visible at all on the airframe.
15. The bottom of the aircraft carries an interesting combination of the early Aluminium-painted belly and tailplanes, while the wings are painted White and Night *(the colour Night is a slightly cool, bluish-black shade, not a pure black)*
16. The starboard wing has white-painted wheel hubs, undercarriage leg, door, and wheel well.
17. The port wing has Night-painted wheel hubs, undercarriage leg, door, and wheel well interior.
18. The main tires have white-painted **DUNLOP** lettering.
19. The inner surfaces of the wing flaps appear to be natural metal painted Aluminium.
20. There are red 'undercarriage down' indicator pegs visible on the wings.
21. The upper wings have the standard 1" wide black walkway guides. See the drawing for the different shapes used on both sides on the early Spitfire. It appears that the warnings, **WALKWAY INBOARD** and **WALKWAY FORWARD** may also be present on L1090.
22. There are many white-painted 'locked' indicators on the cowling fasteners and on other parts of the airframe.
23. There are also black 'locked' indicators on the Aluminium-painted parts of the cowling.
24. On both sides of the aircraft, the lower part of the rudder camouflage paint does not match the adjacent fuselage paint. There is more Dark Green visible on the rudder. This may be related to the RCAF repairs discussed in the original CAHS article that will be republished in the next issue of ***beaveRTales***.

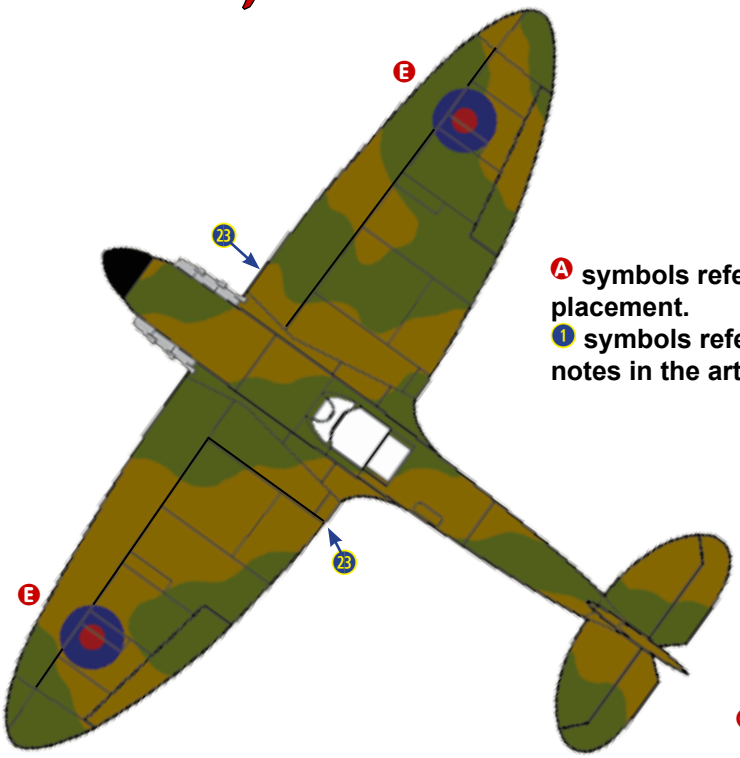
Wear and Weathering

25. There is some moderate 'scuff wear' visible on the port wing root area.
26. For weathering this aircraft in this scheme, keep in mind that it appears that it was crated up for shipping one week after its first flight and probably didn't see much sunlight until it was uncrated when it arrived in Ottawa in February, 1940. It is clear in the photos that the paint is in very good condition, with minimal wear and tear visible while it was flying in Ottawa in May.
27. Notwithstanding the above comment, for some reason it appears that many of the wing fillet fasteners are devoid of paint. Close examination of the photos will reveal this feature. This may be related to the aircraft being reassembled in Canada.
28. Careful examination of the photos will reveal signs of some repainting around the tail, particularly on the port side of the vertical fin, where the Dark Earth appears to be a slightly different tone or sheen. More noticeable is that the base of the rudder on both sides appears to be in a darker shade of Dark Green. How much of this is related to the transportation damage described in Carl Vincent's CAHS article is not known.

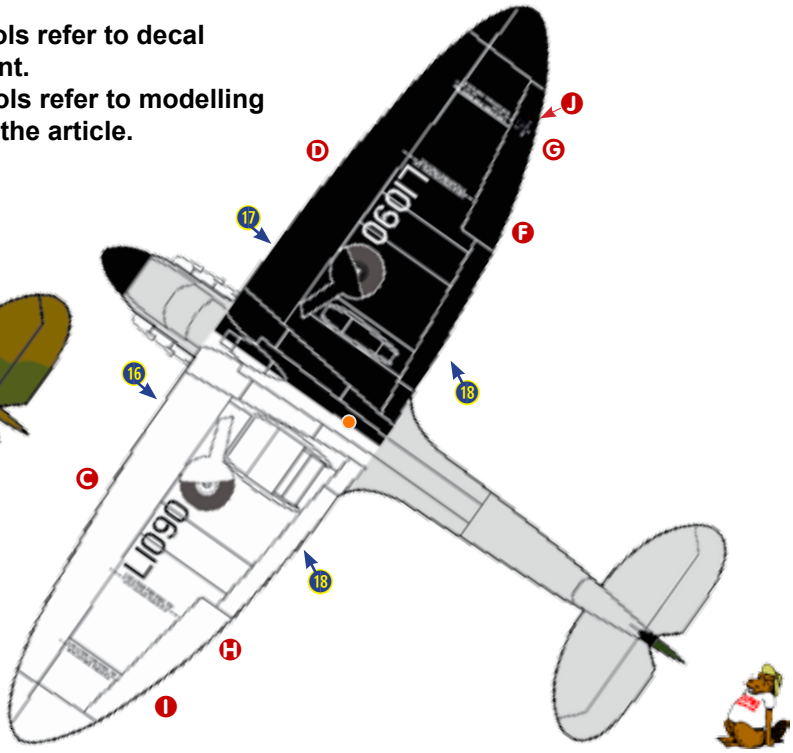


Spitfire Mk. I L1090, Uplands Aerodrome, Ottawa, 1940





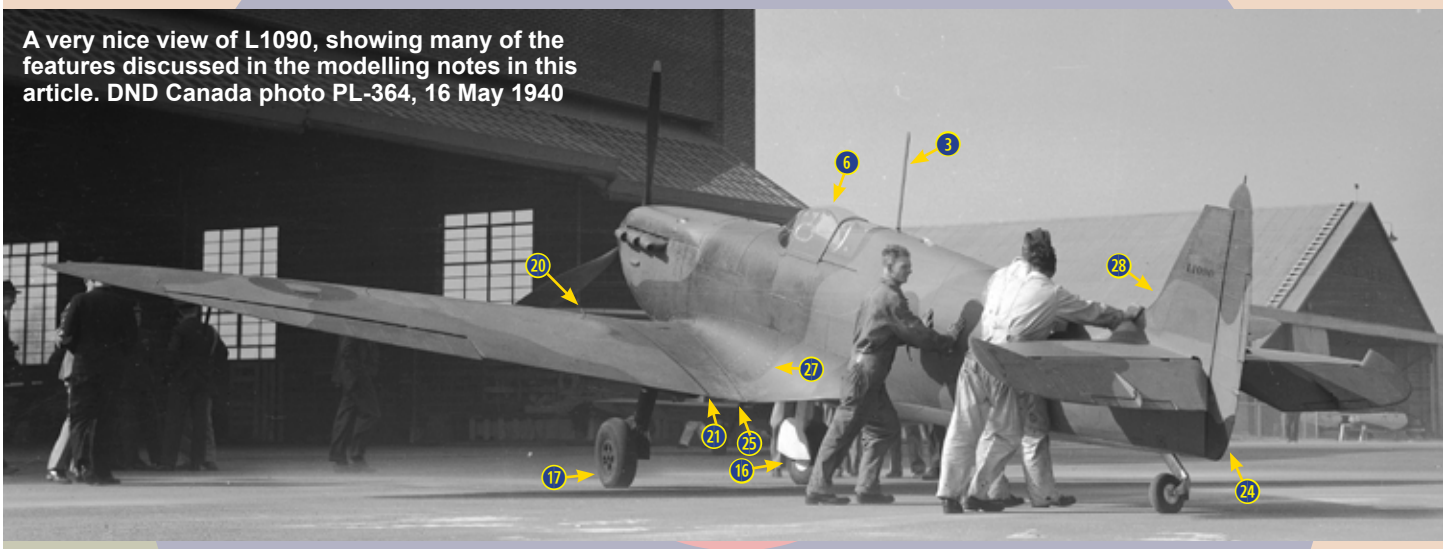
A symbols refer to decal placement.
1 symbols refer to modelling notes in the article.



The basic colour scheme on top is Dark Green and Dark Earth. The lower surfaces are painted in a combination of Aluminium, White and Night.

Artwork by R. Migliardi, 2018

A nice view of the right side of L1090. Note the darker green area at the base of the rudder where it appears to have been repainted (after repairs?) The white-painted wheel hub is well shown, as is the generally pristine condition of the paint job. DND Canada photo PL-382, 16 May 1940

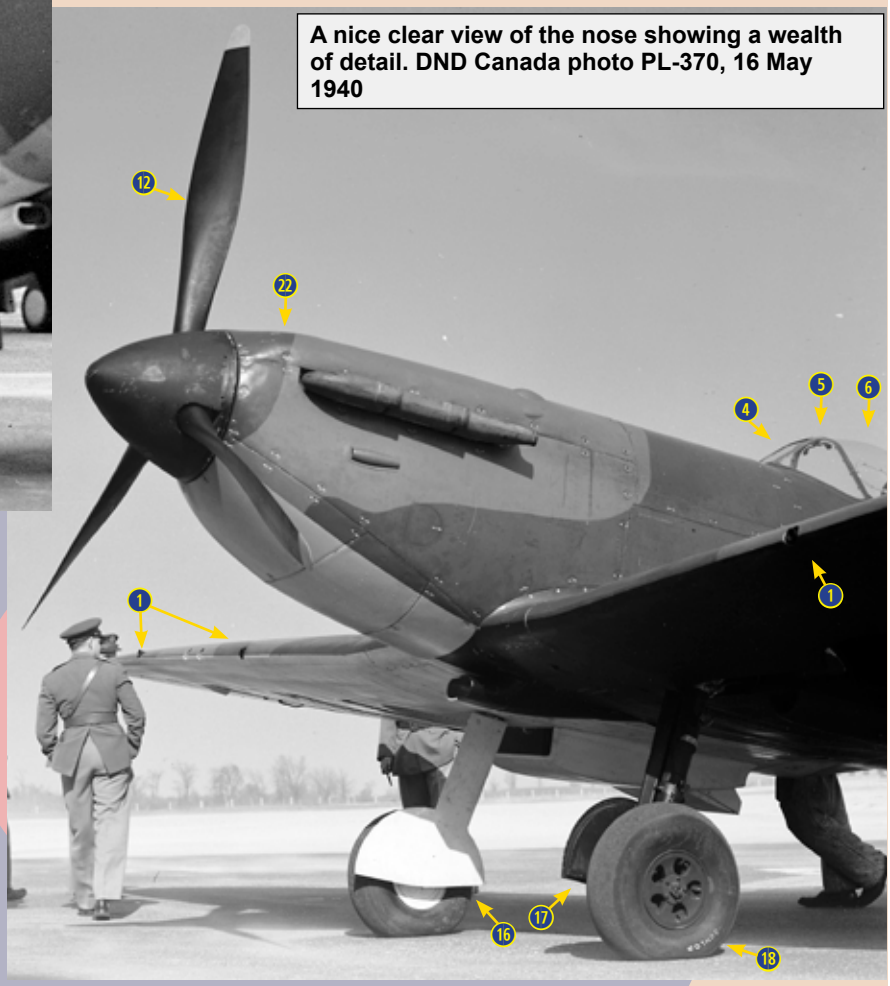


A very nice view of L1090, showing many of the features discussed in the modelling notes in this article. DND Canada photo PL-364, 16 May 1940

Another good close-up that nicely contrasts the generally good condition of the paint job against but the moderate booting scuffing seen at the wing root paint. The unpainted wing fillet fasteners are also evident. Is this last feature perhaps the result of the aircraft being crated and shipped to the USA, from where it was re-shipped and finally re-assembled in Canada. DND Canada photo PL-377, 16 May 1940

A nice close-up of L1090 sitting in front of the Trans Canada Airlines building at Uplands Aerodrome. The good condition of the paint is evident, but note the lack of paint on many of the wing fillet fasteners. DND Canada photo PL-376, 16 May 1940

This cropped view of the original photo shows a lot of underwing detail of the 'white' side of the aircraft. Note the (mostly) white wheel well, wheel hub, undercarriage leg and door. The small black circle on the side of the cowling is for the manual engine crank handle. Below is it a small brass plaque with the ground crew warning instructions.
DND Canada photo PL-371, 16 May 1940



A nice clear view of the nose showing a wealth of detail. DND Canada photo PL-370, 16 May 1940

L0190 seen at RCAF Stn Trenton on 6 June 1940, enroute back to Ottawa from Toronto following the Franks Flying Suit testing. Note the dropped flaps, rarely seen on parked Spitfires. Even though it's only been flying in Canada for a few weeks, there is evidence of the classic Spitfire oil streaking on the belly, along with some staining the rear fuselage. DND Canada photo T.267, LAC photo PA-065414 (Jim Bates collection)

North American NA-64 Yale in RCAF and French markings

Members' Bonus Decals

by Jim Bates
IPMS Canada C#6008
Seattle, WA

The History

Yale 3399 was one of the 119 NA-64s inherited by the RCAF after the fall of France. Intended as 'intermediate' trainers to assist with conversion from the Tiger Moth and Finch to the Harvard, the Yale wasn't just a Havard with fixed landing gear. While the Yale was part of the family of aircraft derived from the NA-16, it had a different wing and engine from the Harvard which, along with the fixed landing gear, lead to an airplane which had some rather nasty flying characteristics. Once it was determined that the RCAF didn't need intermediate trainers, most of the surviving Yales were converted into wireless (radio operator) trainers.

The Aircraft

Yale 3399 was taken on strength with the RCAF on September 16, 1940, and served with No. 1 Service Flying Training School (SFTS) at Camp Borden. During its time at Borden, it had a brush with Hollywood when it appeared in 1942's 'Captains of the Clouds', which was filmed in 1941. 3399 also appeared in a news clip which can be viewed at **criticalpast.com/video/65675057838_Royal-Canadian-Air-Force_AT- 6_Harvard_Camp-Borden_mock-attack_simulated-dog-fight**.

Like most Yales, 3399 had its share of minor accidents while at Borden. It was involved in a Category C2* accident on February 1, 1941, a Category C1* accident in April 29 1941, and a Category C1* accident on April 4, 1942.

On May 4, 1942, it was "allotted for conversion to wireless trainer." The conversion was done at either No. 6 Repair Depot (RD) or 9 RD and it later flew at No. 4 Wireless School at St. Catharines, Ontario, and No. 1 Wireless School at Mount Hope (near Hamilton), Ontario. (Though not noted on its record card, 3399 nosed over on September 7, 1944 at St. Catharines.)

Yale 3399 was struck off RCAF Strength on 25 September 1946, and stored at the Brantford, Ontario, airport after the war. It was one of thirty-some Yales purchased by Ernie Simmons and kept on his property until sold by his estate at auction in 1970. The Yale was purchased by the Canadian Harvard Aircraft Association (**harvards.com**) and after a long-term restoration took the air again on May 20, 2010. The Yale can been seen today at the Association's hangar in Tillsonburg Ontario, and occasionally in the air over Southern Ontario.

The RS 1:72 kit and a combination of an Ocidental 1:48 kit and the Belcher Bits conversion parts will produce Yales in both popular scales.

Yale Kit Options

Luckily, two nice Yale kit options are on the market:

- For 1:48 fans, Belcher Bits (**belcherbits.com/lines/kits/bk4.htm**) offers a product which includes a complete Ocidental Harvard kit and resin conversion parts. Mike Belcher has indicated that the resin parts alone are also available to those who don't need the source kit.

- In 1:72 RS has recently issued a short-run Yale kit. **rsmodels.cz/en/modely-letadel/plastikove-modely/1-72/92208/na-64-yale**

*** - Despite our best efforts we have been unable to ascertain why the RCAF used 'C1' and 'C2' to classify different types of aircraft accidents/damage. A category 'C' accident was repairable. Certainly they weren't too serious as 3399 was involved in at least one other accident in 1944, and it survived the war to be flying today in Canada.**

Colours and Markings

Our decal sheet provides you with only the unique markings for 3399 as it is seen in the 'Captains of the Clouds' movie. The standard RAF/RCAF markings can be found in the model kits, your decal spares or your favourite aftermarket sources.

The following points are offered for your modelling consideration:

- ♦ All Yales were delivered to the RCAF in natural metal finish.
- ♦ Yellow high-visibility panels were added above the wings, horizontal stabilizers, and the top of the rear fuselage.
- ♦ Interiors were painted with aluminum lacquer.
- ♦ Propellers were natural metal on the front face and Maroon 18 on the rear. For a detailed discussion of this colour see **ascalecanadian.com/2015/09/maroon-19-and-usaac-and-usaaf.html**
- ♦ There is a dark grey or black anti-skid walkway on both wing roots.
- ♦ The aircraft had the short engine exhaust stack and wheel spats at the time the movie was shot.
- ♦ It appears that 3399 was fitted with a replacement wing after one of its accidents in 1941. Oddly, the replacement wing was fitted with the French roundels still in place, and the yellow upper wing high-visibility panel was not yet added at the time of the movie filming. It

has to be presumed that at some point after it achieved cinematic immortality the French markings were removed and that the wing was refinished in the standard RCAF marking scheme.

Some Yale References

- ♦ Canadian Harvard Aircraft Association Aircraft - **harvards.com/our-aircraft/**
- ♦ Canadian Warplane Heritage Museum. More photos and details of restored Yale 3350 can be found at **warplane.com/aircraft/collection/details.aspx?aircraftId=34**.
- ♦ **en.wikipedia.org/wiki/North_American_NA-64_Yale**
- ♦ Canadian Harvard Aircraft Association - **facebook.com/pg/canadianharvards/photos/?tab=album&album_id=642604572440846**
- ♦ **airic.ca/html/chaayale.html**

Here and on the following page we have provided you with frame grabs of the better Yale images from 'Captains of the Clouds'. These shots illustrate that Yales 3398, 3399 and 3400 all had wings with French roundels still in place. Note that, at least at the time the movie was shot, the replacement wings had no RCAF serials or yellow high-visibility panels applied.

It's tempting to think that these two Yales, 3398 and 3399 (our decal subject aircraft), with 'opposite' French wings were both involved in the same incident and split a pair of replacements to get them flying again, but Yale 3400 also shows the same French replacement wing as 3398.

A nice top view of Yale 3398 wearing a French starboard replacement wing flying in snug formation with our decal subject aircraft 3399

Note the Maroon 18 (see discussion in the article) on the propeller's rear face of this unidentified Yale. (Though it could well be our subject aircraft.) Note that the French roundel on the upper wing was substantially smaller than on the lower surface.

Yale 3399 goes on ...after the movies

Yale 3399 after yet another minor accident on 7-9-1944. At this point the natural metal finish had given way to an overall 'trainer yellow' colour scheme. Note that the national markings remained as the early war style. 3399 was converted into a wireless trainer in 1942. Besides the yellow paint, the wireless trainer modification included a DF loop antenna on the rear fuselage and a large aerial mast in front of the canopy.

RCAF Yale Gallery

Yale 3440 appearing to get ready to turn onto the active runway during a very Canadian flying scene. At this point the undercarriage spats have been removed. Note the 'shadow' of a previous roundel behind the '34' in the serial number. Note the split-colour wheel hubs. DND Canada PL-2514, date and location unknown

Yale 3464 illustrates the yellow high visibility panels added to the upper wings and rear fuselage. Note the lack of wheel spats and the short exhaust stack DND Canada PL-1950, date and location unknown.

A Yale very early in service at RCAF Stn Borden before the exhaust stack was extended and the wheel pants were removed. DND Canada photo PL-2222

While the Yale was considered the 'dog' of the North American NA-16 family, it wasn't often that dogs were allowed to fly them. DND Canada photo PL-1428

Yale 3350 under the loving care of Canadian Warplane Heritage Museum A very nicely restored Yale showing most of the marking and colour scheme features as 3399.

Two photos of the very nicely restored Yale 3350 showing most of the marking and colour scheme features as 3399. Note the anti-skid walkways on both wings, the yellow tailplanes, and the point where the yellow panel on the wing ends, right at the aileron's inboard edge. This aircraft today resides at the Canadian Warplane Heritage Museum in Hamilton, Ontario. More photos and details of 3350 can be found at warplane.com/aircraft/collection/details.aspx?aircraftId=34.

Photo credit: Rick Radell/Canadian Warplane Heritage Museum. Hamilton, Ontario. (warplane.com)

A Canadian goes to Hollywood...

Members' Bonus Decals

NORSEMAN CF-AYO, screen name CF-HGO

by Bob Migliardi
IPMS Canada C#490
Ottawa ON

This is a good view to show the placement of the fuselage markings. Note the lack of underwing markings.

History

A Canadian-designed and built Noorduyn Norseman is one of the stars of the 1942 movie, "Captains of the Clouds". The movie also starred Jimmy Cagney, Dennis Morgan, Allan Hale, and Reginald Denny (see Jan 2016 ***beaveRTales***), with a special appearance by Canadian WW I flying ace Billy Bishop playing himself. If you've never seen the film, it's about a smart-ass bush pilot (Cagney) who eventually joins the RCAF. His aircraft is a Noorduyn Norseman, marked as CF-HGO.

The prototype Norseman, powered by a Wright R-975-E3 Whirlwind engine, was flight tested on floats on November 14, 1935. It was sold and delivered to Dominion Skyways Ltd. on January 18, 1936, registered as CF-AYO and named 'Arcturus'.

In the summer of 1941, Warner Brothers leased CF-AYO for the filming of "Captains of the Clouds". Principal aerial photography took place near North Bay, Ontario, with CF-AYO carrying the temporary registration 'CF-HGO'.

The original Matchbox and the re-popped Revell 1:72 kit both come with the floats needed to produce CF-HGO

CF-AYO was later lost in a crash in Algonquin Park, Ontario, in 1952. Its wreckage is currently on display at the Canadian Bushplane Heritage Centre in Sault Ste-Marie, Ontario (**bushplane.com**).

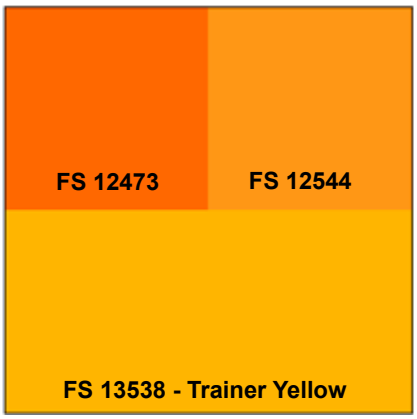
Modelling

A 1:72 scale Norseman was produced by Matchbox, and the same kit was more recently re-issued by Revell. It provides wheel, ski, and float undercarriages, so you can build HGO in either configuration.

Colour Scheme and Markings

The photos are all frame grabs from the film, so they are not the best quality. There don't seem to be any high quality shots of the movie aircraft, so maybe they didn't have a still photographer on the film crew. They probably would have been in B&W anyway.

The colours of CF-HGO are a black fuselage with orange-yellow flying surfaces and trim. (this looks close to FS 12473 or the slightly lighter FS 12544. See the colour swatch representations of these two orange shades, along with the equivalent of RCAF Trainer Yellow). The float gear is natural metal or silver paint.



A good view of the placement of the letters on the upper surface of the wing. Other photos that show there are no underwing markings.

A neat shot of Cagney in the cockpit. He was terrified of flying, by the way. The fuselage stripe looks like it was probably hand-painted to a chalk outline! Good enough for the movie cameras, I suppose.

Here you can see the shape of the termination of the fuselage orange stripe.

CF-HGO on wheels. You can see that the wheeled undercarriage is black with the wheel hub disc in the same orange-yellow as the rest of the aircraft's trim colour. This photo also gives a good comparison of Trainer Yellow to the Norseman's trim colour.

National Executive

National Director	**Bob Migliardi**
Treasurer	**John MacDonald**
Membership	**John MacDonald**
Secretary	**Mark Heyendal**
Chapter & Member Liaison	**Kerry Traynor**
RT Editor	**Steve Sauvé**
beaveRTales Editor	**Bob Migliardi**
Modelling Information Coordinator	**Chris Aleong**
Webmaster	**Kim Elliott**
Social Media Coordinator	**Jim Bates**
Industry Liaison	(vacant)
Marketing	(vacant)
Special Products	(vacant)
Staff Cartoonist	**Dave Fletcher**
e-correspondence management	**Igor Kabic**

Random Thoughts (RT) is the quarterly journal of the International Plastic Modellers Society of Canada (ISSN 0380-8114).

IPMS Canada membership, including a one-volume year subscription to **RT** and an e-subscription (an email address is required) to our ***beaveRTales*** (**BT**) newsletter is:

Please visit the IPMS Canada website at ipmscanada.com to see current rates

Online payment for membership may be done through **PayPal** at the IPMS Canada website.

Alternatively to online payment, you may send a cheque or postal money order payable to **IPMS Canada**. Payment may be made in your own national currency, using the conversion rate of the day found at: **xe.com/ucc/**.

Are You Interested in Contributing?

IPMS Canada publishes material in **RT** and ***beaveRTales*** on subjects of interest to our members. We depend upon donated submissions from the national membership, although articles from other sources will be considered if they benefit members' interests. Contributions and enquiries may be sent by email to the appropriate address indicated below.
For more information, write or visit:

ipmscanada.com/ipms/ipmsinvolved.html

RT Mailing Dates

Vol.40 No.3 (Fall)	**Mailing date 15 Sep 2018**
Vol.40 No.4 (Winter)	**Mailing date 01 Dec 2018**
Vol.41 No.1 (Spring)	**Mailing date 01 Mar 2019**
Vol.41 No.2 (Summer)	**Mailing date 01 Jun 2019**

Are You Moving?

Send us your complete new mailing address and email address. Include your membership number.

If your mailing label contains errors, please advise us.

Contacting IPMS Canada

Please direct your e-correspondence to the correct address, as follows:

Membership	box626@ipmscanada.com
Online renewals	box626ipmscanada@**gmail.com**
Address changes	box626@ipmscanada.com
Chapter and Member issues	**CML**@ipmscanada.com
RT	**RT**@ipmscanada.com
beaveRTales	box626@ipmscanada.com
Webpage	box626@ipmscanada.com
Facebook	**www.facebook.com/CanadaIPMS**
Other topics	box626@ipmscanada.com

For those who prefer a more traditional method you can also reach us by postal mail at:

IPMS CANADA
BOX 626, STN B
OTTAWA ON K1P 5P7
CANADA