

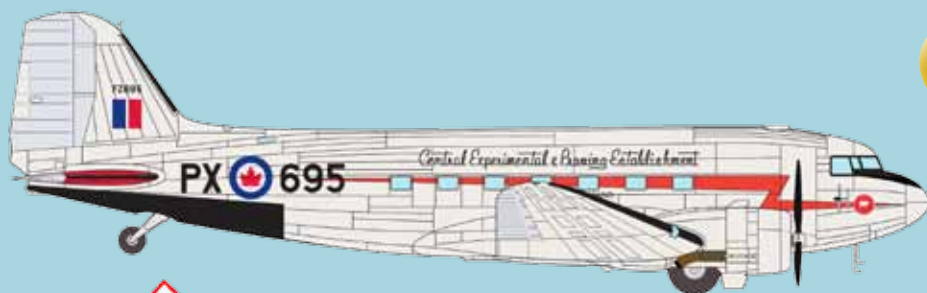


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By
For Modellers

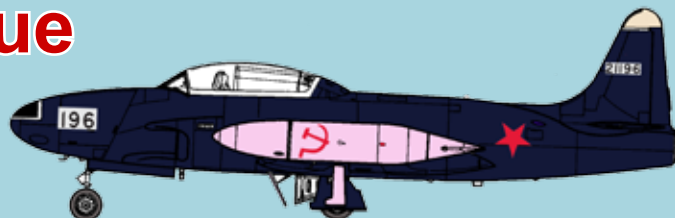
The quarterly journal of the
International Plastic Modellers Society of Canada



Members' Bonus
in this issue
Free decals!



**Decal subjects in
this issue**



ipmscanada.com

In This Issue

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- ◆ 1:35 M4A2 Sherman, Ont Reg't, 1971
- ◆ 1:48 T-34A Mentor, CEPE
- ◆ 1:72 & 1:48 'Pink' T-33 Silver Star
- ◆ 1:35 & 1:48 Mobile Command Badges
- ◆ 1:48 CF-5A. AETE, Cold Lake
- ◆ 1:48 CF-5D in 'Lizard' colours, 419 Sqn, Cold Lake

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Cover Comment: Current IPMS Canada members are receiving a free decal sheet that covers the five subjects shown: a C-47 Dakota, a T-33 Silver Star, a T-34 Mentor, M4A2 Sherman and Mobile Command badges.

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, CF-5 'Aggressor' Camo, 1:32 Mosquito, SM.74 vacuform, 1:72 Matilda, 1:72 CH-124 Sea King, 1:48 French Bf 109E, 1:48 CH-47A Chinook, 1:48 'Buddy Holly' Bonanza, CF-188A 'Canada 150'



Editorial

Steve Sauvé, C#0323
RT@ipmscanada.com

Are you kidding me?! More decals?! Just for being a member?!

We hope that most of you will be happy with the selection of free decals that we're including in this issue. We're always looking for ways to increase the value of your IPMS Canada membership and this is one of those things. No matter how many Facebook groups you 'like', or how many websites you visit, I'm willing to bet a beverage that most don't send you free stuff just because you're a patron.

On the subject of decals, NOW is the time for you to come forward with your own ideas for the next time we do this. If you look at the by-lines and the artwork for the decal articles in this issue you'll see that it really was just a few of us at 'HQ' that put the work into getting these subjects researched and produced. It's not that we think we know more than any other members out there - it's just that nobody is really coming forward with ideas and research material to get their proposal into the batting order. Although it may not look like it, there is a fair bit of research, digging and coordination involved to get these schemes to come together. So talk to us now, folks. Get involved. You have a voice in the narrative that is part of IPMS Canada.

Out with the old and in with the (latest) new...

How many of you join me in the mixed joy and angst of seeing new kits come out that instantly make you want to hate what you once loved on your 'ready rounds' shelf-of-future-projects? My so-called 'friends' in the hobby took way too much 'schadenfreude' in trying to be the first to tell me that in 2018 Tamiya is releasing a new 1:48 Spitfire Mk.I and Airfix is releasing a new Spitfire FR. Mk.XIV. Both of which make me want to run to my model kit storage facility and immediately heave the previous iterations onto the trash heap... or at least into the boxes for the next swap meet. Welcome to **Buy High - Sell Low** hobby economics. People, people, people, why are we doing this?

Over the late summer I got talked into a Spitfire challenge build (yes, a certain malt-and-hop-based beverage, and my own personal weaknesses came into play here). and I'm now hacking away very happily on a Hasegawa Spitfire Mk.IX kit. Sure, the Eduard kit is a nicer rendition of the aircraft, but just because the older kit has been outclassed doesn't cast it into the realm of the 'UNBUILDABLE!'. At the 2017 IPMS Ottawa CAPCON show I'd sold one of these off for a bargain basement price... and then realized that I had several million dollars worth of aftermarket parts for a Hasegawa kit still sitting in my stash. Fortunately a kindly

old former National Director buddy gave me a kit (for the price of a couple of pints at a pub gathering) so that:

- a. I'd get into this challenge, and
- b. I could invest the aftermarket treasure in a fine old kit.

So then, **RT** articles on old classic kits are always welcome. We've all got them on the shelves, folks. Let's do something with them. I remind you that the Best Aircraft at the IPMS/USA 2018 Nats was an ancient Hawk 1:48 Lysander.

To end the year on a high note...

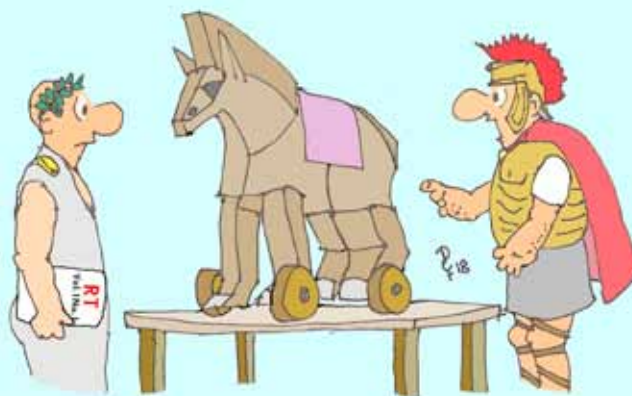
This ends another volume year of **RT** and 2018. I'm looking forward to 2019 and still plan on completing a couple of models in the New Year. But I said the same thing last year... speaking philosophically it's about the journey, not the destination. Hope you all had a good 2018 and I wish you the best for 2019!



Parting Thought:

What does regret sound like? It's that noise on the floor below your modelling chair when you realized you moved it a little too far to start searching for the part that just fell off the workbench...

Early Modelling:



"It's a 1:XXXV-scale Trojan APC..."



National Director

Bob Migliardi, C#0490
box626@ipmscanada.com

With this issue of **RT** you will have received another free decal sheet – plus a small correction supplement (sorry about that). If you don't seem to have received yours, better dig that manila envelope out of the recycling bin and have a good look, as it's probably still in there! In fact, it's a good idea to always check your **RT** envelope for 'missing' stuff which might have been in there... decal sheets, new membership cards, renewal notices, etc.

This is now the fourth free decal sheet that's gone out to IPMS Canada members (not counting the large 50th anniversary sheet). We'd like to know what you, the members, think? Should we continue this, maybe trying to produce and send out a couple sheets a year? Or could you care less! There's a lot of work involved for the researchers, the **RT** editor, and the art department (stifles a laugh). If we don't get some good indication from the membership, should we assume that there's no real interest in continuing this? All those involved could then get back to leading normal lives! Let's hear from you. (box626@ipmscanada.com)

Also, I've long wondered whether there is anything beyond decal sheets that we might be able to provide the members. How about a great kit of some neglected Canadian subject!? OK, OK... that's probably well beyond our skill levels and

budget. Let's think smaller. Resin conversion parts or accessories? Monographs? The Canadian colour chip book redux? IPMS trading cards ("I'll trade you my Jim Sage and an Alan Black for your Bob Jones."). Sorry... been watching too many Tim Hortons hockey card commercials!

But seriously, is there anything you can think of that IPMS Canada might be able to produce or help to produce – maybe in conjunction with some cottage industries – that you think would be a good membership bonus? There is a box you'll have to think within. Is it affordable? Is it something that can actually be produced without the entire Chinese plastics manufacturing industry being involved. Can it be mailed with an **RT**, or would it have to go out separately? Could it be distributed for free, or would it have to be sold at a special low members' price? How many of our members would it appeal to? Is it something that might have even wider appeal than just IPMS Canada members? Is it realistic? Perhaps there are some cottage industry producers out there who would like to partner with IPMS Canada? You see where this is going. Again, if you have any thoughts on the subject, let's hear them (box626@ipmscanada.com)

Finally, let me take this opportunity to welcome – and introduce – the newest member of your IPMS Canada national executive, **Daryl Dean**. Daryl will start off as an assistant webmaster, though I'm sure his talents extend in many directions. Welcome aboard! We'll include more about Daryl in an upcoming **beaveRTales**.



Chapter & Member Liaison

Kerry Traynor, C#4083
CML@ipmscanada.com

The Way We Are

As most of you read in the National Director's column in the Fall 2018 issue of **RT** (40-3), the response to the question of holding elections for the IPMS Canada National Executive was not overly enthusiastic. There were a few people who took the time to write in and the vast majority (as in all of them...) were in favour of maintaining the status quo.

There are two aspects of the results (to date) that I find interesting; one, the numbers of responses are low and two, those members who were strong proponents of IPMS Canada elections in the past, and let us know about it, did not write in and express their thoughts or volunteer to stand for election.

In regard to the low results, I would have thought that the response would be in higher numbers, considering that this discussion is of significant importance. Some of you may be thinking that 'hey, this is my hobby and I have better things to concern myself with'. I totally get that and you won't get an argument from me. However, in my way of thinking, if a member

is happy with how IPMS Canada is doing, why not let us know? If even half of our members had sent along a quick email it would have provided us with better numbers that would help in making the right decision.

Secondly, the lack of input from those who have had opinions on elections in the past is a curious one. Since taking over as the Chapter and Member Liaison position, I have had conversations with members who felt that IPMS Canada would be better served if the National Executive was (a) elected, and (b) each province and territory was represented. None of those members sent along their thoughts. Perhaps they like the idea of elections, but don't actually want to partake in those elections. Leaves one to wonder.

For the record, the National Executive is prepared to move forward with elections if the membership wants change. However, change requires commitment, and we are not seeing any enthusiasm, or commitment, to change. So as Bob has mentioned, we will be leaving things as they are for now.

If you have thoughts regarding elections, please do not hesitate to send them along to us.

Take care,

T-34A Mentor 24205 - CEPE

by Jim Bates and Steve Sauvé

History

Adapted from the Beechcraft Bonanza as a private venture, the Beechcraft Model 45 primary trainer first flew in December 1948. In 1952, the type was adopted by the USAF as the T-34A and by the US Navy as the T-34B in 1955. In January 1953, the USAF contracted with Canadian Car and Foundry (CCF) of Fort William, Ontario to build 34 T-34As. (A second batch of 66 being added later with the last aircraft delivered in 1955. The T-34s were the last complete aircraft built at CCF's Lakehead plant.) For reasons that have always appeared murky, likely related to cost savings, the RCAF ordered 25 Mentors from CCF. The first Mentor was taken on strength by the RCAF in May 1954. The CCF manufacturer's serial numbers were 34-4 to 34-28 and they were issued with RCAF serial numbers 24201 to 24225. Our subject aircraft was assigned to Central Experimental and Proving Establishment (CEPE) for cold weather trials; three more were issued to the Central Flying School (CFS) in RCAF Station Trenton, but the majority of the small fleet were operated by 4 Flying Training School (4 FTS) in RCAF Station Penhold, Alberta.

On August 30, 1954, the Mentor was put into service for the first time with Course 5409 and flown by 'E' and 'F' Flights. After that one course of pilots, it was determined that the Mentor was too easy to fly to train pilots well and the type was struck off strength after roughly two years of



C-124 Globemaster USAF and an RCAF T-34 Mentor. DND Canada photo PL-66381

service. However, this was not before tragedy struck. On December 2, 1954, instructor F/O D.A. Hurley was killed doing aerobatics in Mentor 24220. According to the RCAF report, "During the pull-up from the second dive, the aircraft was apparently overstressed and the wings failed." The student pilot was able to parachute safely from the aircraft and suffered no serious injury. The Penhold diary contains an entry that marks February 10, 1955, as "the end of what has been labeled the 'Mentor Experiment'." The diary further notes that the eighteen 4 FTS Mentor aircraft took off and flew in a formation of the letters **E** and **F** to commemorate their last day in service. The 24 surviving aircraft were passed to Greece (1 airframe) and Turkey (23 aircraft) by March 1956. It is believed that a few of the RCAF aircraft are still in service in Turkey to this day.



Mentor 24205 in regular RCAF service, carrying the trainer scheme of the day. The fin, rudder, tailplanes, elevators, wing tip caps and ailerons were 1-GP-12b Yellow 5-2.



Mentor 24205 attached to CEPE. Changes to the trainer scheme include: the CEPE badge, 'PX' unit codes on the fuselage and wings, the striped prop spinner with striped propeller tips. The repainted wingtips are also seen in this image. DND Canada photo RE68-1767



A winter view of Mentor 24205 at CEPE, but at what appears to be a later time than the first photo. For some reason the nose side number '205' is not present on this side of the aircraft. Also note that, just to the left of the prop spinner, there now appears to be an airflow restrictor over the normal radiator upper openings in the cowling. Changes to the colour scheme include the addition of the CEPE badge, CEPE's 'PX' codes to the fuselage and lower wings, the red/white ringed prop spinner. The red-painted wingtips are now clearly visible in this image; this addition of red 'search' markings on the wing tips and horizontal tailplanes was stipulated for aircraft being used on winter trials. Careful examination of the two CEPE photos will reveal that '205 had a propeller change during its time with the unit, resulting in two different prop tip markings. Here they are, having reverted to the conventional 4" yellow tips, compared to the more colourful tips that were first applied. Credit: the Ian Macdonald collection via the CAHS

Mentor 24205 was built as CCF constructor's number 34-8. It was taken on RCAF strength on 18 June 1954 and was struck off strength on 8 March 1956.

Markings

The decal sheet provides the necessary markings to allow Mentor 24205 to be built in the "delivery scheme" and later when its markings were updated by CEPE. The RCAF's Mentor were delivered in a natural metal finish, with Yellow 5-2

high-visibility panels on the ailerons, tailplanes, elevators, fin and rudder. Flat black anti-glare panels were located before and aft of the canopy. The official RCAF markings diagrams for this scheme are found in Pat Martin's book, RCAF Aircraft Finish and Markings, 1947-68.

Enter 205 with CEPE...

It isn't often that a decal sheet for a historical aircraft can confirm markings on both sides of the aircraft, but thanks to a late-arriving photo for this issue, courtesy of the Ian Macdonald collection and Terry Higgins, beloved editor of the Canadian Aviation Historical Society (CAHS) Journal, we now have photos of both sides of the Mentor 24205. After delivery, CEPE dressed up their Mentor with some discretionary and 'fun' markings:

- ◆ the red CEPE polar bear badge on both sides of the fuselage,

- ◆ CEPE's 'PX' codes to the fuselage and lower wings (It is believed that '205 was the only RCAF Mentor with full 'unit' letter codes),

- ◆ the prop spinner, which was painted white and with what is believed to be a red spiral.



- ◆ Initially, what appear to be red and white bands to the propeller blade tips, just inboard of the standard 4" Yellow tips.

- ◆ Through careful examination of the two CEPE photos it can just be discerned that '205 had a propeller change during its time with the unit, resulting in two different tip markings. After the prop change they are back to the conventional 4" yellow tips, compared to the more colourful tips that were first applied by CEPE.

Speculation - Red Search Markings?

The biggest and most colourful change seems to be the addition of red search markings on the wing tips and horizontal tailplanes. In Pat Martin's book, **Royal Canadian Air Force Finish and Markings 1947 to 1968** (see Acknowledgements for details) the addition of red search markings was stipulated as being required for aircraft at winter experimental establishments, for aircraft being used on winter trials. During the debate on this particular feature for this article, Steve strongly believed that the panels were red whereas Jim can't decide if the additions were red or yellow. Ultimately we can't know for sure, but the two CEPE photos clearly showing that some kind of non-standard paint was added to the wingtips. But when one considers the red and white rings added to on the spinner, the red and white bands added to the prop, and the RCAF cold weather marking regulations, it

strongly suggests that CEPE added red search markings to Mentor '205 when it took the aircraft on charge at the unit.

Prop tips

During this period the standard propeller safety marking was a simple 4" wide tip that was painted in yellow. It was evident in one of the photos that '205 was enhanced by CEPE with two more stripes, which are presumed to be the same colours as the spiral prop spinner; red and white. In the other photo of '205 at CEPE, it clearly shows that this striped feature isn't there; it was just yellow. A confusing research moment.

Then the penny finally dropped when it was realized that '205 had been photographed with two different props. If you look at the two photos carefully you can see detail differences, such as red and white stripe paint on the prop hub in what has to be the early photo, and the shift in position in the propeller stenciling on the later photo. So you have a choice for how to model '205 at CEPE, at least for this feature.

The Kit

Until recently, a 1:48 T-34A Mentor was only available to the kit basher; however, in the summer of 2018, Minicraft issued a new-tool T-34A which appears quite nice outside of the very heavy raised rivets on the fuselage and horizontal stabilizers.

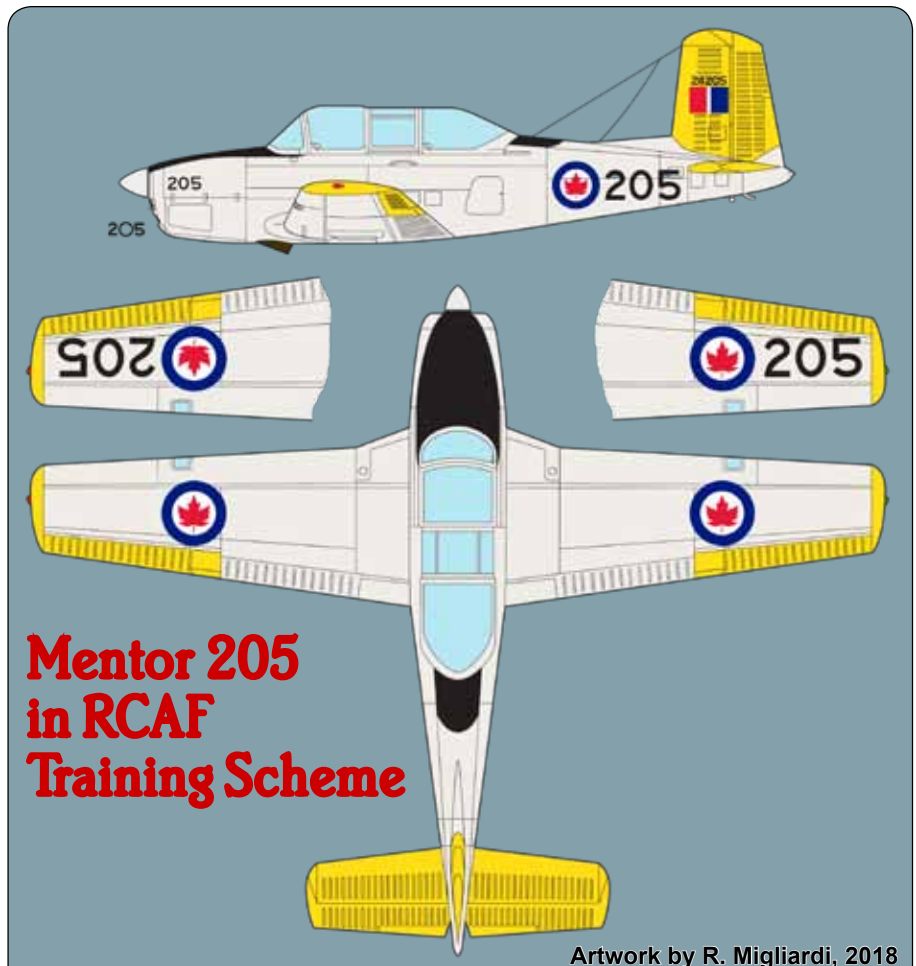


Acknowledgements

martinslides.com/

www3.telus.net/m1729/books.htm

If you have an interest in the aircraft finish and markings of the RCAF, CAF or the RCN (1946-1968), take a look at this series of books, available on Pat Martin's website.



Artwork by R. Migliardi, 2018

Because we love you guys you're getting a 'two-fer' on the Mentor decals. For those that might not want to do the flashy CEPE colour scheme, here is how '205 would have looked before being baled over for cold weather trials.

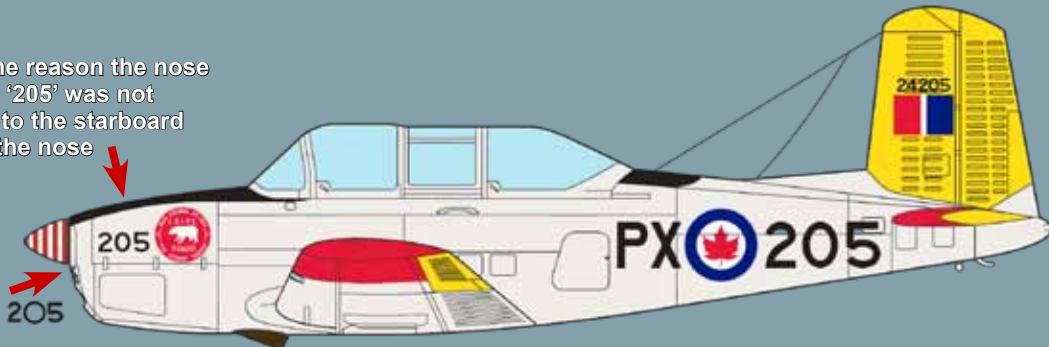
Thanks to IPMS'er Terry Higgins, who is also the journal editor at the **Canadian Aviation Historical Society** (cahs.ca) and the CEO of **Aviaeology** (aviaeology.com)



"How can they both be T-34s?"

Mentor 24205 CEPE Scheme

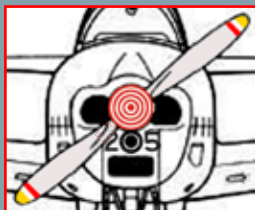
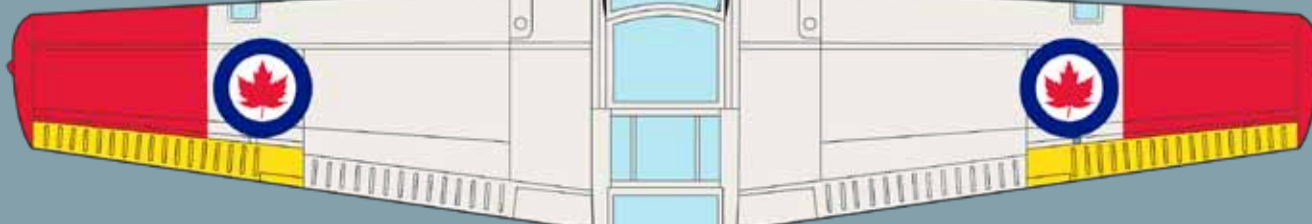
For some reason the nose number '205' was not applied to the starboard side of the nose



Because of the round opening in the cowling (which appears to be outlined in black paint), the number on the front of the nose is missing the '0'. See photo below

The back face of the props would have been painted matt black, with 4" Yellow tips. It is not known if the red & white stripes were applied to the rear face of the blades

Yes, this inverted markings presentation was 'a thing' on some RCAF aircraft in the 1950's



In one photo there appears to be two, ± 2 " wide coloured bands visible, just inboard of the standard 4" Yellow prop tips. They appear to be the same as the spinner colours, which are presumed to be red and white. This feature doesn't show in other photos.



Note the '0' in '205' is represented by the circular opening in the cowling

Gloss Red 1-GP-12b: Red 9-2 (1-GP-12c: Red 509-102)
This is lighter and brighter than FS595 11105. It should match the roundel red colour.

The gloss Yellow trim colour is 1-GP-12b 5-2 (1-GP-12c 505-101). It is lighter and brighter than FS 13358.

Artwork by R. Migliardi, 2018



The RCAF in the 1950's: CEPE Dakota Mk.3, FZ695

Members' Bonus
Decals



Info compiled by Steve Sauvé

For this set of 1:72 decals we have very little support documentation. Clearly, we know that this Dakota Mk. 3 was on strength with the RCAF's Central Experimental and Proving Establishment (CEPE). However, after CEPE was formed in September, 1951, there were a number of CEPE satellite locations across Canada where this Dakota could have been based. So the best we can say is that the photo above was taken in the early 1950's, prior to the Red Ensign getting applied in the late 1950's.

Dakota Mark 3, FZ695

Douglas Aircraft construction number 12301

24 Jan 1944 - to USAAF as C-47A-5-DK, serial number (s/n) 42-92494 (US possession was part of acquisition for the UK)

21 Feb 1944 - transferred to RAF (via Lend-Lease) as Dakota III, s/n FZ695

13 Mar 1944 - ferried to UK

18 Apr 1944 - assigned to 575 Sqn, RAF

Jul 1944 - assigned to 107 OTU, RAF

28 Feb 1946 - assigned to 437 Sqn, RCAF (but still an RAF aircraft)

22 Apr 1946 - transferred to RCAF FZ695

20 Jul 1946 - taken on strength by RCAF as Dakota III, s/n FZ695

date unknown - assigned to Winter Experimental Establishment (wore ICAO codes **VC-FCA**)

date unknown - redesignated as Dakota 3 (unconfirmed if there was a suffix letter for that designation; many but not all had one)

20 Sep 1968 - struck off strength by CAF

date unknown - transferred to Crown Assets Disposal Corporation

31 Jan 1969 - sold to Norcanair; registered as CF-YDG

1972 - registration cancelled

- current status unknown

Information compiled by Jeff Rankin-Lowe

You want to build an RCAF Dakota?

You're a brave modeller. RCAF Dakotas were a many-varied beast. While they all superficially look like bog-standard, 'ya seen one, you've seen them all' C-47's, they were obtained from a variety of USAAF, RAF and even civilian sources and had many differences that were seen throughout the fleet of around 20 different designations. There were:

- ◆ different types of propellers,
- ◆ several styles of rear fuselage cargo/passenger entry doors,
- ◆ nearly all RCAF aircraft had the cut-back tailcone for the glider towing cleat. (*If you're not sure from your references, it's pretty safe to assume that it has the cut-back tailcone*),
- ◆ some aircraft had RATO (Rocket Assisted Take Off) bottle fittings on the belly,
- ◆ three types of engine air intakes and air filters,
- ◆ several astrodome configurations behind the cockpit,
- ◆ a wide variety of external vents, scoops and skylights,
- ◆ many, **no kidding**, **MANY**, different antenna fits above and below the fuselage,
- ◆ etc., etc...

While putting together this information for the article I reviewed a lot of existing photos from the period we had Dakotas in Canada. It is mind-boggling how 'individual' they all seem to be. During my time as a CAF Photo Tech based at CFB Winnipeg from 1981-87 it was clear then that the nine CC-129 Dakotas at the base were all somewhat different from each other, and this was at the end of their military lives, not in the 1950's. (*chronicling all these detail differences is an idea for a future **RT** article, but don't hold your breath for this to get done anytime soon.*)

AIR MATERIAL COMMAND

Central Experimental & Proving Establishment



Central Experimental & Proving Establishment

AIR MATERIAL COMMAND

1:72 scale

PX  695 

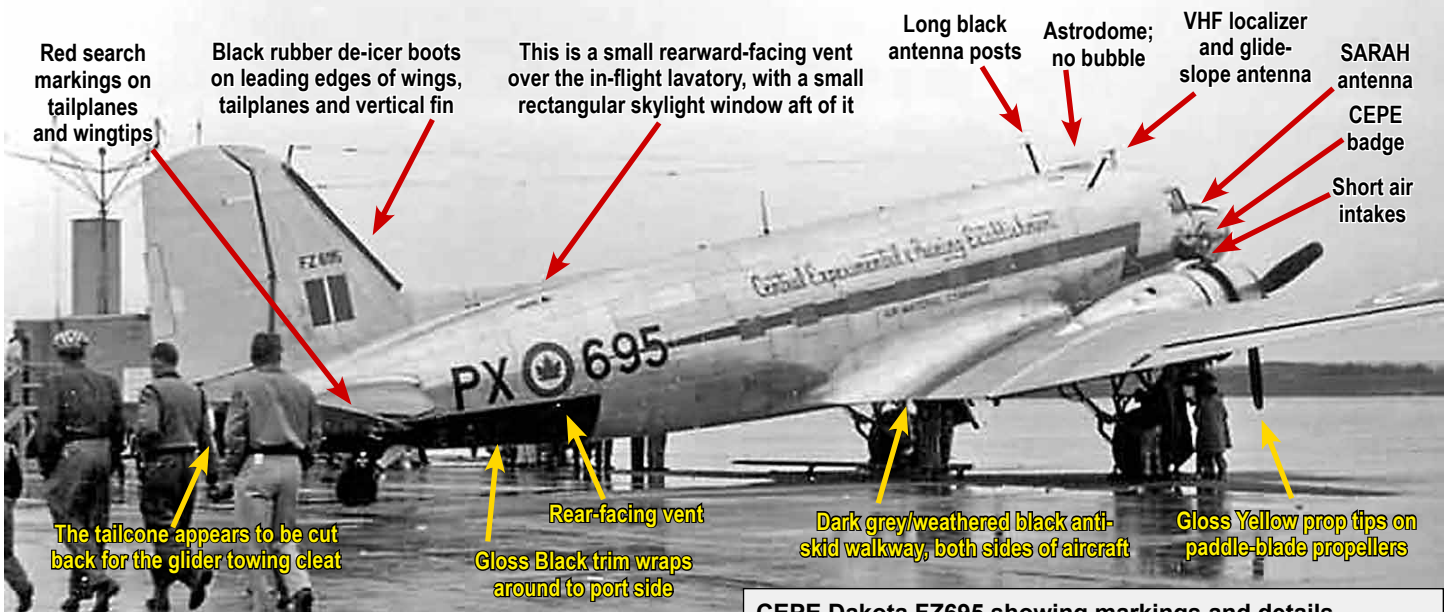
FZ695

PX  695 

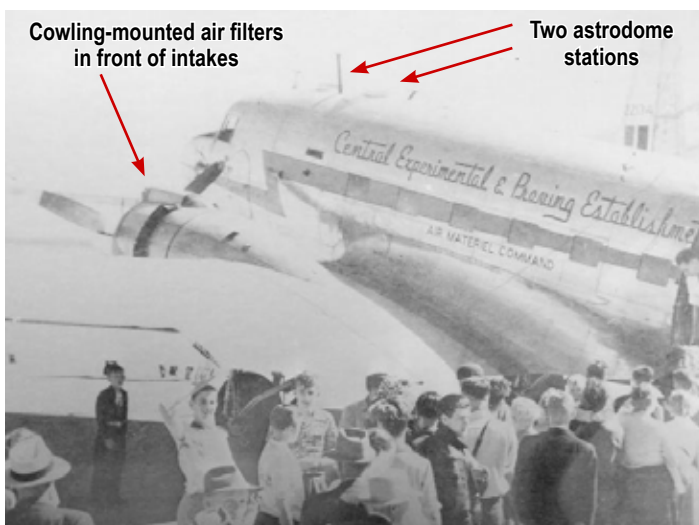
FZ695



Oops!



CEPE Dakota FZ695 showing markings and details.



Another CEPE Dakota, but not FZ695. The sharp-eyed reader will note that this aircraft carries cowling-mounted dust filters, vice the short nacelle-mounted intakes on FZ695. It also appears have two astrodomes fitted, which may be faired over with a flat plate.

Based on the poor quality of the reference photos it is difficult to characterize how the details of PX-695 really looked at this time in its life. In the end you will have to make up your own mind on the detail fittings, based on your own research. To help guide you we're pointing out some of the obvious and not-so-obvious details that can be found on RCAF and CAF Dakotas. We've also provided a few reference photos with some details pointed out, some of which apply to FZ595 and others for you watch out for during your research. Good luck!



Oops! (Okay, that's not the first word used when we found this) Despite our stringent quality control procedures an error crept onto the Dakota decals in the form of the MATERIEL being short one 'E' and having too many 'A's. We had some replacements put together and produced to go with the mailing of this issue. This is what they look like and they are in your RT mailing envelope.

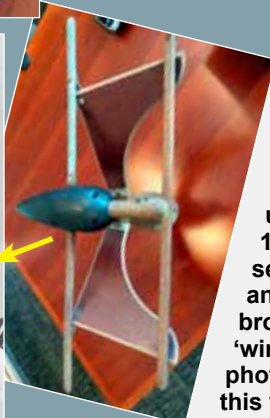


Dakota details

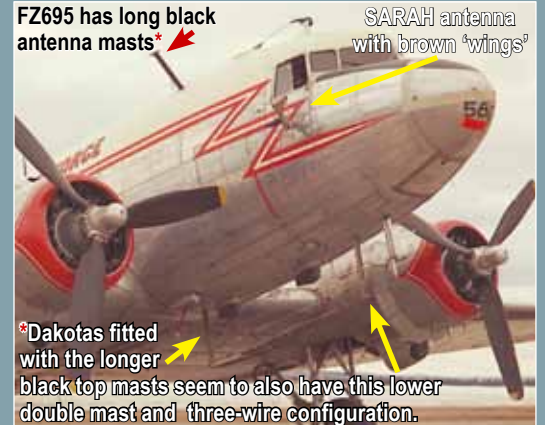
On this page you'll find some hints and tips to help with your RCAF Dakota modelling projects. As described in the main article there are many details to keep your eye for your own build.



This VHF Localizer and Glidescope antenna is seen on a lot of RCAF Dakotas, mounted above and aft of the cockpit, but in a couple of locations in this area. Measures $\pm 10''$ tall, $\pm 20''$ long, and $\pm 15''$ wide.



This antenna is a commonly seen fit on RCAF Dakotas, up to the early 1970's. It is seen both with and without the brown (bakelite?) 'wings' in this photo. PX-695 had this version fitted.



FZ695 has long black antenna masts*

SARAH antenna with brown 'wings'

*Dakotas fitted with the longer black top masts seem to also have this lower double mast and three-wire configuration.



VHF localizer and glideslope antenna

Astrodome station covered with flat plate

FZ695 has long black antenna masts*

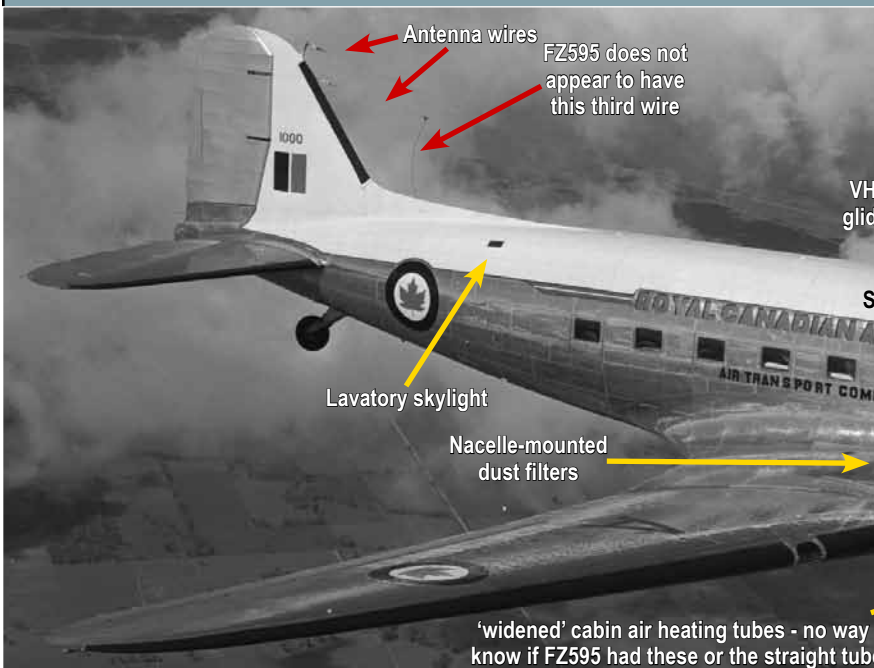
SARAH antenna

driftmeter

'widened' cabin air heating tubes - no way to know if FZ595 had these or the straight tubes.

* With long black antenna masts above the cabin, you will likely see three chin wires anchored to long black masts

Sharing some characteristics with FZ595, this great shot of ski-equipped 435 Sqn Dakota 970 shows details similar to our subject aircraft: single, flat-topped astrodome, long black antenna posts, glideslope antenna above the cockpit, 'widened' cabin air heating tubes, chin-mounted triple antenna wires attached to a long mast, and the various antenna and connections at the nose and tail. DND Canada photo PL-77434



Antenna wires

FZ595 does not appear to have this third wire

Lavatory skylight

Nacelle-mounted dust filters

'widened' cabin air heating tubes - no way to know if FZ595 had these or the straight tubes.

This nice air study of a 412 Sqn Dakota Mk.IV more clearly shows many details, not all of which are similar to FZ595. This aircraft has the early-style chin-mounted wires attached to the pitots. This arrangement seems to coincide with aircraft having the shorter antenna wire masts just aft of the astrodome. DND Canada photo PL-102406

VHF localizer and glideslope antenna

Fin antenna wire lead-ins with shorter masts*

Skylight

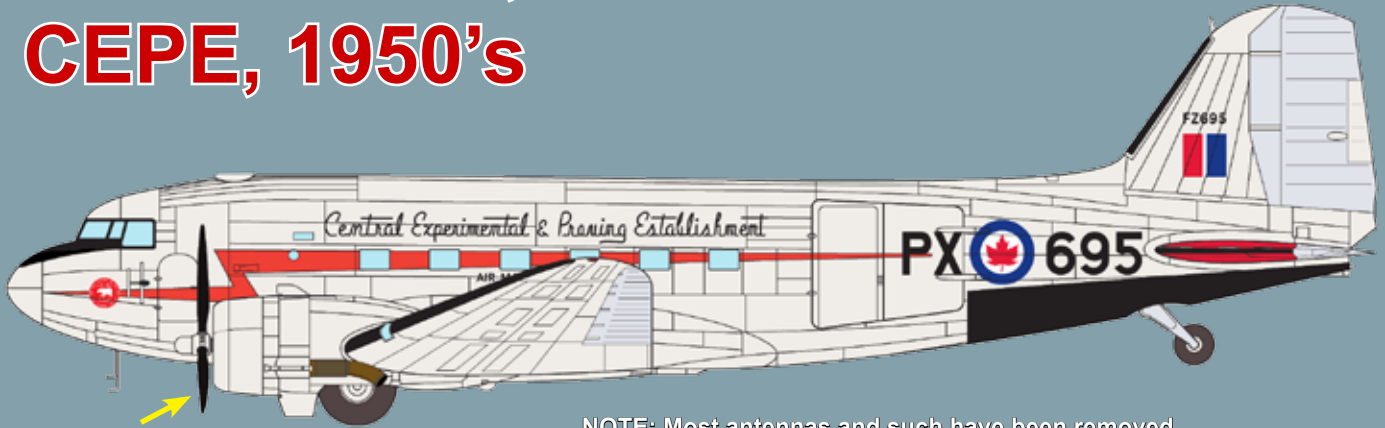
Astrodome with bubble

Faired-over SARAH location

* If you see short antenna masts above the cabin, two chin wires will probably be anchored to the pitots

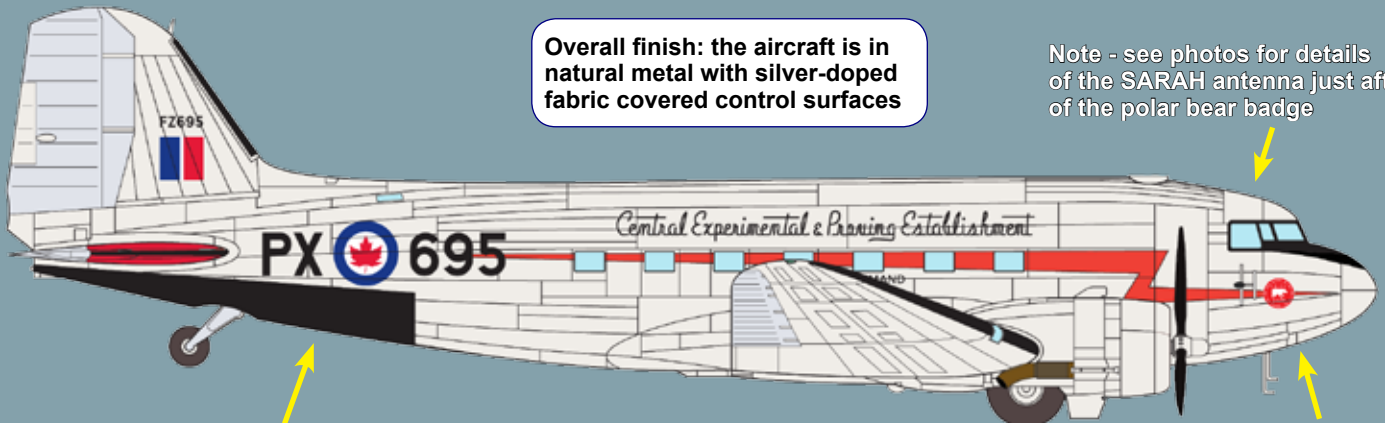
Dakota Mk. 3, FZ695

CEPE, 1950's



Propellers are flat black on both sides, with 4" yellow tips

NOTE: Most antennas and such have been removed from the colour scheme artwork for clarity.



Overall finish: the aircraft is in natural metal with silver-doped fabric covered control surfaces

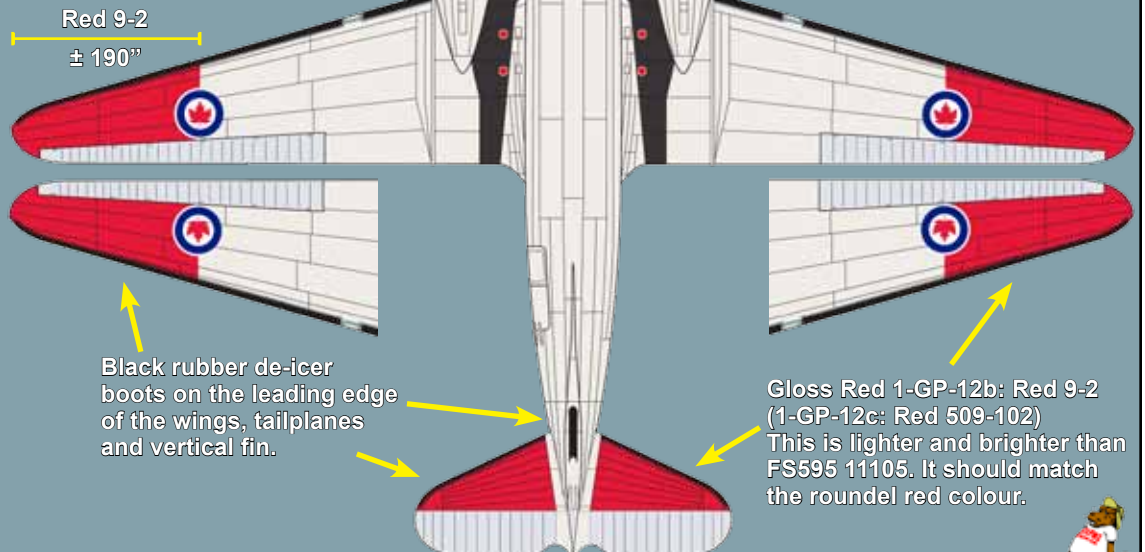
Note - see photos for details of the SARAH antenna just aft of the polar bear badge

Gloss black paint under the rear fuselage. The purpose is not certain but is thought to be for skin protection

The CEPE polar bear faces forward on both sides of the aircraft

The anti-skid walkway was originally black but weathered to a dark grey in use

When the astrodome bubble is removed the standard treatment appears to be a sheet metal fairing.



Red 9-2
± 190"

Black rubber de-icer boots on the leading edge of the wings, tailplanes and vertical fin.

Gloss Red 1-GP-12b: Red 9-2 (1-GP-12c: Red 509-102) This is lighter and brighter than FS595 11105. It should match the roundel red colour.

Artwork by R. Migliardi, 2018



A 1:48 'Rut Zulu' CF-5D Lizard!



by Yves Fournier, C#5232
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History

Starting in 1977 the CAF's tactical fighter training unit, 419 'City of Kamloops' or 'Moose' Squadron, based at CFB Cold Lake, Alberta, started flying their CF-5D's in non-standard, experimental 'aggressor/adversary' type schemes. Inspired by and similar to the USAF/USN practice, the schemes were meant to mimic the Eastern Bloc aircraft schemes during dissimilar air combat training (DACT) exercises with other Western aircraft. Quite a large number of the 'aggressor' airframes also ended up sporting Soviet-style 'Bort' numbers (which were 18" high x 12" wide yellow-outlined red numerals situated under the front cockpit, using the last two digits of the aircraft's serial number).

For a few airshow seasons, 419 Sqn instructors formed an impromptu display team called 'Rut Zulu' (see sidebar discussion in this article). They performed at airshows in western Canada and the USA with aggressor-painted CF-5D aircraft. One of the most colourful members of this team was 116809, painted in a scheme based

on the USAF 'Lizard' green-brown-beige scheme. Aircraft 116805 was also later painted in that scheme but only on the upper surfaces were given this scheme, as opposed to the wraparound scheme of 116809. After looking at various photos of 116809, I decided to model the aircraft with red wing tip tanks as it was seen at the London (Ontario) International Airshow.



An early photo CF-5D 116809 in its Lizard scheme. Note the lack of 419 Sqn tail band and the lack of 'slime' formation light strips. (Robert Bryden photo)



CF-5D 116809 in its Lizard scheme wraparound camouflage colours of FS30118 (brown), FS33531 (beige), and FS34258 (green). At this point it now carries the 419 Sqn tail band and 'slime' lights.

The Kinetic kit

Soon after having completed my 1:48 AETE CF-5A (see [the author's CF-5A article in this issue](#)), the Kinetic 1:48 F-5B kit was released. It benefits from having the correct 'handed' tip tanks for both sides and a somewhat easier assembly due to the two-seat cockpit layout. The box art features a CAF CF-5D aggressor; it is very nice and appealing, but curiously, no decals are furnished for this particular aircraft!



The kit decal sheet is excellent and allows you to model three CF-5D aggressor aircraft:

- ◆ 116809 (Lizard scheme)
- ◆ 116812 (Ghost scheme)
- ◆ 116815 (Faux-pas scheme)
- ◆ 116817 (standard aluminum scheme)

There is also the excellent Belcher Bits decal sheet available (belcherbits.com) with more CAF aggressor schemes.

The quality of the Kinetic kit and its construction is basically the same as the F-5A kit previously described in my CF-5A article. More attention is required for the canopy opening mechanisms to make sure the opening angles are correct and both cockpits are aligned.

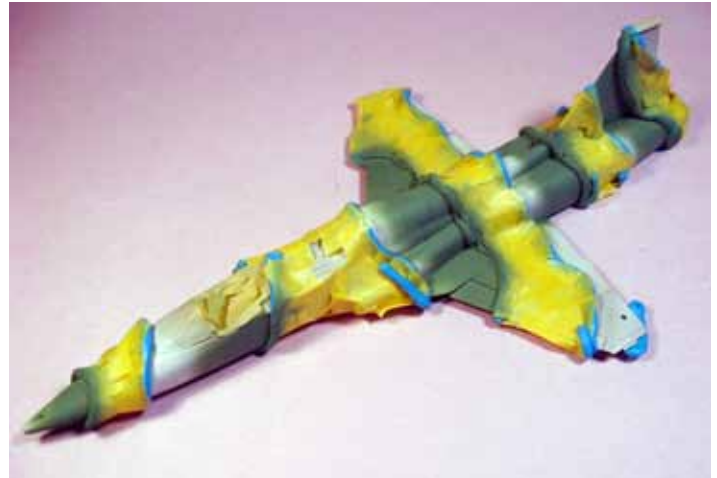
The Lizard Colour Scheme

Taking out the **IPMS Canada Canadian Colours Guide** (which has a special section devoted to the CF-5 aggressor schemes) once again, Tamiya paints have an almost exact match for the Lizard scheme colours:



- ◆ FS30118 is very close to XF-72 Brown JGSDF
- ◆ FS33531 is close to XF-57 Buff (Beige), but it is a bit darker so it will need some white added
- ◆ FS34258 is very close to XF-71 Cockpit Green IJN

I found the colour chip for the beige too dark when compared to photos, that colour probably got much lighter with time under sun exposure. I really had to lighten that colour a lot, I'm guessing at least 50%. The other colours were pretty much spot-on.



Rolled-up Blue-Tac was used to define the sprayed edges for the camo pattern, with some freehand touch-ups. As usual, tonal variation of the main colours was applied to the scheme throughout.



The Kinetic kit decals are very good and most of them can be used as is. A few stencils and small markings are missing and came from the spares box. The moose tail band was too dark blue to my liking and used one from Leading Edge. A final application of Vallejo Model Air flat sealed everything in.

Weathering

Studying the photos also shows that as the plane aged, there was more and more local retouching of the camouflage paint. At some point one the front left panel was also changed following an accident. 116809 was referred to as the 'Bambi Killer' after a doe and her fawn were surprised by an even more surprised young pilot on rollout after landing. The fawn was struck by the CF-5 and



killed instantly; the doe was not hit, but she did leave a lot of 'muffins' behind her on the runway. I'm not sure if the guy in the cockpit did the same or not.*

The Origin of 'Rut Zulu'

(as told to Ian Maw of IPMS Cold Lake)

419 is named 'Moose' Squadron.

Every fall, moose engage in a contest of male supremacy called a 'rut', where hormones cause them to fight each other for the right to mate with the available females.

'Rut' has been a call sign for 419 flights for as long as I remember, and is still being used by the NFTC [NATO Flying Training in Canada] CT-155 Hawks to this day (as is Zulu.)

'Zulu' when combined with 'BRAVO' goes back to naval times. As a form of acknowledgement for a job well done. Vessels would hoist various flags to communicate with other ships within their formation. Instead of spelling out each word, codes were set up where only a couple of letters would need to be hoisted. There is a NATO standard of signals just for this, and amongst them is the BRAVO ZULU, meaning well done. It has spread throughout the military, and where the navy may give a simple BZ signal, it is fairly common to see it spelled out on correspondence when praising performance.

So, since BZ stands for a job well done, Zulu is loosely understood to mean a good performance.

So, RUT ZULU's was chosen as the name for the 419 Sqn CF-5 demonstration team.



* - Editor's note. In the course of my work in the CAF I had occasion to view the incident photos of this particular event with '809, and other 'speeding jet vs. local wildlife' runway interactions at Cold Lake. Suffice to say that the wildlife never makes out well, and the ground crews are usually left with some serious animal 'schmutz' to clean up...





'Rut Zulu'
CF-5D
116809

A 1:48 CF-5A - Testing Times at AETE



by Yves Fournier, C#5232
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The CF-5 (officially, the CF-116) is my favourite aircraft; small, sleek, nimble with beautiful, smooth lines. As soon as the Kinetic kit became available, I bought three. I have waited literally all my modelling life for a good 1:48 kit to build a CF-5, and I finally had it!

Continuing my tradition of (re)building kits from my youth, I wanted to do an Aerospace Engineering & Test Establishment (AETE) at Canadian Forces Base Cold Lake, Alberta aircraft I first did 30 years ago with decals from Flight Colours and the 1:72 Hasegawa kit. I still have this kit, in a somewhat dishevelled state, and I actually did another (same kit and decals) about 15 years ago.



One of AETE's first and longest-serving CF-5A's was serial number **116702**. I had seen this aircraft in numerous photographs published

in Sentinel, Flight Comment and other CAF publications over the years, always in very interesting attires, testing the latest stores, weapons systems or cameras. One of the last CF-5's to be retired, **116702** now resides for all to see, mounted in the rafters of the Cold War section of the Canadian War Museum in Ottawa, white stripes and all.

Building

The Kinetic kit is certainly a step above the older Classic Airframes offering, but building it is not without its difficulties. It is not an easy build, but if one takes proper precautions you can significantly reduce your hardship. Trial fitting, spreader bars and not necessarily following the kit instructions to the letter will help in this matter.

The cockpit instrument panel is nice and represents a late-1990's version of the cockpit. The CF-5's went through a number of instrument panel upgrades over the years so



CF-116702 on the ramp beside AETE's hangar at CFB Cold Lake, Alberta



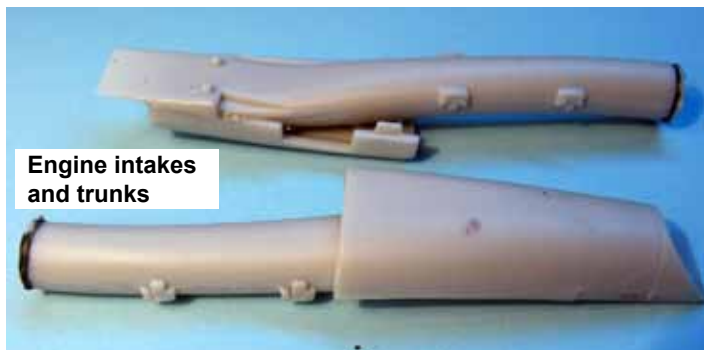
A Wolfpack replacement seat painted up for installation

check your references. The seat is OK but I replaced it with a Wolfpack resin item. The cockpit tub and side walls have nice details. You need to sand off both sides of the resin seats to fit in the tub.

The engine intake trunks are a nice addition but do not fit very well into the main fuselage; if not properly installed they will hinder the assembly of the main fuselage. Work was required mostly around the intakes-to-main-fuselage seams and around the front fuselage to rear fuselage joint.

Putty, sanding, re-scribing panel lines and rivets takes some time before painting can begin.

In order to ease painting I did not attach the F-5's distinctive 'coke-bottle' wing tip fuel tanks. Note that you are given two fuel tanks in the kit, but both are for the same side of the aircraft! So you have to re-scribe some access



Engine intakes and trunks



Although not the best quality, this enlargement shows AETE's custom-built photo pod, converted from a CF-5 fuel tank. It shows the three side-facing camera windows that have been cut into the tank's sides. The smaller one was only on the left side. The two large se windows appeared on both sides of the pod, to allow photography on the left or right side of the aircraft; the un-needed windows could be covered with metal covers. Note the external red (orange?) control and power cable that leads from the tank back into the orange-painted panel on the belly of '702. Also note the natural metal borders to the window openings, most likely from the tank being painted red with the metal covers installed.

holes on one of them and carefully re-align it with the wing. This mistake was corrected for Kinetic's later release of the CF-5D two-seat version with the addition of two correctly 'handed' tip tanks. Some other building notes:

- ◆ The canopy front windscreen fit is poor due to Kinetic trying to represent an air-blast rain deflector. This was not present on CF-5's thus a lot of careful sanding is required to get a smooth joint.
- ◆ The landing gear and wheels are nicely detailed, but some brake lines and tubing can be added. **(see detail photos on next page)**
- ◆ All flaps and slats are positionable, check your references for correct positions
- ◆ As the fit is not too good, I decided that the best way to handle the afterburner cans is to glue them to the fuselage and make their seams disappear with super glue and putty. Spraying the metal paint can be done once the camo paint is completed.

Painting

A lot of time was spent finding the correct colours for this scheme. After consulting my trusty **IPMS Canada Canadian Colours Guide** (*produced in limited numbers in 1989. No longer available; sorry, folks. Ed*) I settled on the following Tamiya shades:

1-GP-12c*	Tamiya Paint
503-301 Dark Green	XF-51 Khaki Drab mixed with XF-62 Olive Drab
501-302 Dark Grey	XF-63 German Gray
101-327 Light Grey	XF-19 Sky Grey mixed with white

(* The CGSB's (Canadian Government Standards Board) 1-GP-12c was Canada's own unique colour standard, used in the same way the USA's FS-595 and the British BSC 381. Its use as a CAF colour standard was formally discontinued

in February 1991 and most of the CAF's 1-GP-12c colours were replaced by their closest match in FS-595. In many cases these are close, but not exact matches. Ed)

After painting the landing gear wells in silver and the bottom fuselage with XF-19 Sky Grey mixed with some white, I laid down the first top coat of Grey 501-302 paint using XF-63 German Gray. XF-24 Dark Gray is also a pretty good match. I laid out a first coat and then used XF-23 Light Blue heavily thinned (with Tamiya thinner) in the centre of the main panels and randomly around the aircraft. I then coated everything with a heavily thinned mix of XF-63 German Gray. At that point, I decided the model could use some more toning down... It is a tough judgement call as you have to predict what the final colour will look like under several upcoming coats of Future Floor Finish and flat coats. I usually tend to go with the light shades showing more excessively at this stage as you can still tone it down some more at a later stage.

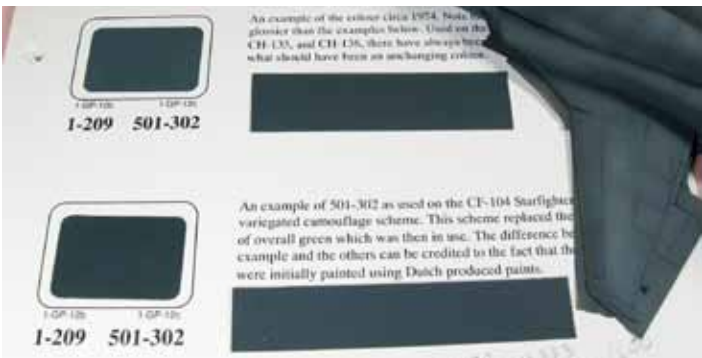




Grey 101-327 painted on the belly. Note the wheel well masking to protect the silver paint.



Grey 101-327 was nicely matched by mixing some white paint with Tamiya XF-19 Sky Grey



501-302 Dark Grey is well represented with Tamiya XF-63 German Gray



503-301 Dark Green was created with a mix of XF-51 Khaki Drab mixed with XF-62 Olive Drab



For the camouflage pattern work, I used a mixture of Blue-Tac and light cardboard for masking as well as free-handing with my Iwata HP-C. Try not to handle Blue-Tac with your bare fingers, use latex gloves, to minimize oily residue on the model. Next, I laid down the XF-51 Khaki Drab mixed with a little XF-62 Olive Drab; it is a great match for Green 503-301. I ended-up re-touching most of the edges using blobs of Blue-Tac. For tonal variations, I try and slightly change the main camo colour every time I re-touch something. Being a test aircraft some panels are removed and re-installed often or even changed out from



The matt-finish Tamiya paints show off the variety of green shades used on the model. This is very much in line with how these aircraft looked in active service. They weren't pristine restorations; they were hard-working jets.



other aircraft. This makes for subtle colour changes across panels. Close inspection of photos of 116702 show multiple shade panels and paint touch-ups as well as bare metal showing up at the panel mating surfaces and rivets. Under a few coats of Future thinned with Windex, this all shows up as bit extreme at this stage, but again, under a few coats of flat finish, it calmed down.

Details

The AETE bird I wanted to represent was used during the trials for Mk.20 Rockeye cluster bombs. Our dear **RT** editor (who spent a few years as a CAF Photo Tech at 4 Wing Cold Lake) was kind enough to find me some detailed photos of the aircraft which helped a lot to find the flight test modifications. These are not extensive and easily achievable:

- ◆ a longer 'barber pole' flight test pitot with tri-directional vanes
- ◆ flight test orange*-coloured panels on the front fuselage underside near the left intake, and a white panel on the centreline pylon
- ◆ a red-painted camera pod converted from a CF-5 centreline fuel tank to film various external stores release trials
- ◆ a few flight test orange* 'objects' in the rear of the cockpit
- ◆ longitudinal white stripes on the fuselage (those are not fluorescent white as I initially thought)
- ◆ the Mk.20 Rockeye CBU (Cluster Bomb Unit) are from a Hasegawa Weapons set. They were painted white with black

nose tip, yellow and brown decal stripes and chequered black and white stripe from a Two Bobs F-5E sheet.

(* - flight test instrumentation and non-standard fittings are coloured bright orange to distinguish them from the rest of the aircraft and its standard systems. Ed)



The 'barber pole' flight test pitot

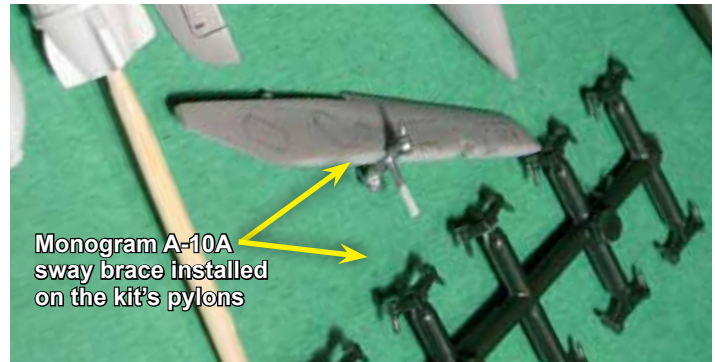


The camera pod, which was converted from a CF-5 centreline fuel tank



The camera pod and a pair of Mk. 20 'Rockeye' CBU's

The camera pod was constructed from the kit's centreline fuel tank. The four large optical windows (two on each side) and the single smaller one on the port side were marked out on the tanks and their outline scribed using a suitable rectangle from a scribing template. A hole was drilled in the middle of each and they were hollowed out (carefully) with a new X-Acto #11 blade. The tank was painted overall Tamiya red, masked and the tip and window outlines were painted with Vallejo Model Air Silver.



My search for the long pitot ended with a metal 1:24 scale BAe Harrier FRS.1 pitot from Air Master ordered through Lucky Models. As is, it is a bit too long, and was cut down to size scaled from my photos and the tip re-sharpened with sandpaper.

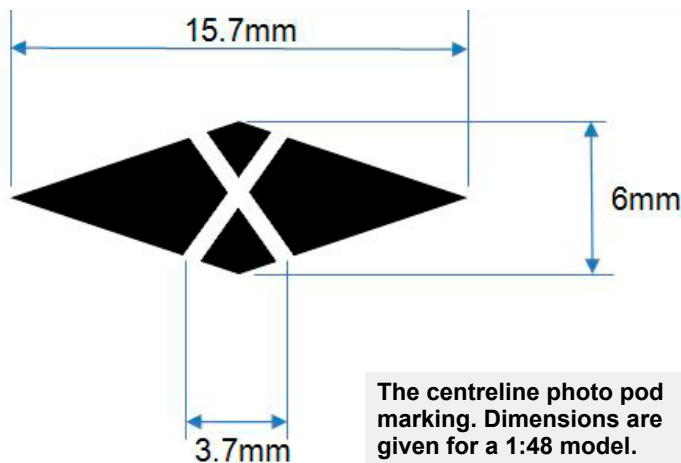
Painting the pitot is not an easy task, the paint barely sticking to the metal. I painted it Vallejo Flat White, dipped it in Future Floor Finish, masked the barber pole with Tamiya Tape, sprayed Tamiya Gloss Red and removed the mask carefully. After scraping paint off front end to show the bare metal, I dipped it one final time in Future. Since the vanes were always protected with red covers while on the ground this is actually easier to represent than the actual vanes themselves. Some lead wire with painted Tamiya Tape made an acceptable cover.

The flight test orange panel was made using 0.005" plasticard, cut to size and glued in place. It was then painted Testors Orange.

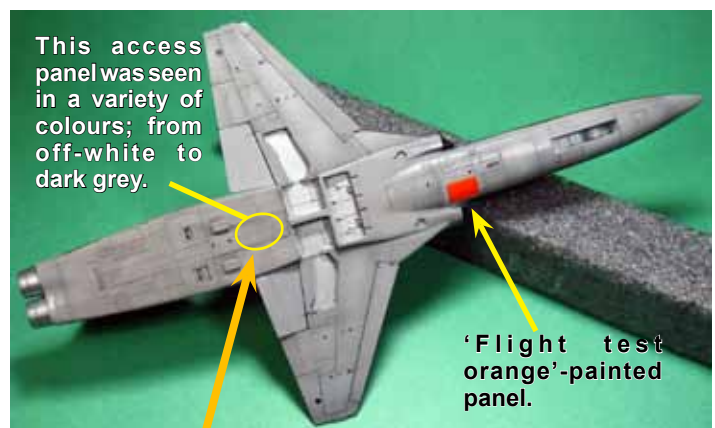
A confusing point for me was the access panel* indicated in the photo below. On some photos of '702 this was a white or light grey colour, while at the Canadian War Museum in Ottawa I found '702 with a darker grey panel in this location. Other photos of CF-5A's in service show a variety of colours, ranging from off-white to dark grey, so I decided to leave it in the camouflage light grey colour on this model.



The black 'X' decal was designed using Microsoft Word and was correctly sized by trial and error after a few plain-paper printing sessions. The final product was printed by one of my modeling friends at his workplace's colour laser printer, on their coated paper setting, using full-size Microscale blank decal paper sheet for laser printers. Left to dry for a day, it was then coated with Microscale Liquid Film to seal everything in.



The Kinetic anti-sway braces really stink so I found some great ones in a Monogram A-10 kit. I had to enlarge the pod's locating recesses to get the sway braces to fit flush with the tanks.



* - "The aft fuselage fuel bladder cell was located above this panel. The only access to this bladder was via this panel." - info from former CF-5 technician Craig Baldwin, CAF (retired), ex-IPMS Winnipeg, ex-IPMS Cold Lake.

Decals & Finish

Going over the Kinetic decals, I found that they made a 'boo-boo' on the Canadian flag decal with silver border. They printed the inside silver when it should be white, the Belcher Bits (belcherbits.com) CF-5 sheet has them correct. 116702 has non-standard ejection triangle markings and lots of red and black stencils. Neither Kinetic nor Belcher Bits furnish any stencils to speak of, and I am a stencil lover. Leading Edge has some you can use from their CF-5 sheets.



I also found some on old **Classic Airframes** sheets, an old **Verlinden** dry transfer sheet and some others I had from old kits. I used the Belcher Bits roundels as the blue circle is a bit thicker and hence more accurate than the Kinetic. The CAF lettering, numbers and the AETE red 'X' came from the Kinetic sheet. The fuselage white stripe decals come from a set of Colorado Decals with multiple width stripes. Two sheets were required and they require careful attention, as they tend to shatter.

Once the decals were on, I used a wash only on the bottom light grey using Model Master Raw Umber enamel over the Future finish. I did not use any wash on the top side but I did use a Berol silver pencil to bring out bare metal spots on selected panels. I also used different shades of dry pastels here and there for tonal variations.

The final flat coat is Vallejo Model Air Flat, thinned with a



bit of water. Airbrushed dry, a foot away from the model, at high pressure and flow, it produces a dead flat finish.

Final work involved making and gluing antennas, attaching landing gears, doors and canopy, pitot and some **REMOVE BEFORE FLIGHT** streamers.

Conclusion

I loved every minute of this build and am very satisfied with the final product, there will be many other Kinetic CF-5's in my future... Stay tuned!



Per Ardua ad Astra



About the Author

Yves Fournier was born in 1966 in St-Jean, Que., where he still lives with his wife, son, daughter, and three cats. Influenced by childhood Air Force family friends, he toured the airshow circuit, developed a keen interest in modern military aviation and has been modelling since age 10.

Following mechanical engineering studies at McGill University, Yves was hired by Pratt & Whitney

Canada's Engine Design department and still works as a vibration specialist at their Longueuil headquarters today.

Yves attends as many IPMS Réal-Côté (Montréal) meetings as he can and enjoys participating in Torcan, CapCon and the occasional IPMS/USA Nationals with his modelling buddies.





CF-5A 116702 AETE



702 through the years...



1973 - 702 sporting a CF-5A/R recce nose painted in flight test orange. It is firing a salvo of CRV-7 rockets at a ground target on Primrose Lake Evaluation Range, near CFB Cold Lake AB. DND Canada photo PCN 73-542



1978 - 702 sporting an orange-painted modified CF-5A/R recce nose. Under the wings are LAU-5002 rocket pods. Cameras are installed where the arresting hook normally resides. DND Canada photo AEC 78-13



1973 - in formation with AETE stablemate CF-5D 116820, 702 sporting a CF-5A/R recce nose painted in flight test orange. Under the wings are LAU-5003 19-shot rocket pods. DND Canada photo AEC 73-544



1981 - 702 . Under both wings are LAU-10 ZUNI rocket pods. Note the mix of colours on the pylons and fuel tanks. DND Canada photo AEC 81-327



1976 - 702 sporting a CF-5A/R recce nose painted in flight test orange. Under the starboard wing is a four-shot LAU-10 ZUNI rocket pod and a silver-painted CF-5 fuel tank. DND Canada photo AEC 76-53



1986 - 702 with the flight test nose, carrying AETE's custom-built centreline camera pod. Just visible on the starboard wing is Mk. 20 Rockeye CBU. DND Canada photo AEC 86-787



1981 - 702 with the flight test nose pitot, carrying a flight test orange camera pod. Note the silver-painted pylons and, unusually, a single fuel tank under the wings. DND Canada photo AEC 81-416



1986 - 702 in 1976 sporting a CF-5A/R recce nose painted in flight test orange. Under both wings is Mk. 20 Rockeye CBU. DND Canada photo AEC 86-786



M4A2(76)W HVSS*

The Ontario Regiment, 1971

(* or M4A2E8, depending on the reference)



Info compiled by Jim Bates and Steve Sauvé

Okay, folks, let's get this out front -

Nobody seems to know for sure what these vehicles' designation was in postwar Canadian military service. Even within official Canadian Army documentation, it was called an **M4A2E8** and **M4A2(76)W HVSS**. The vehicles carried a data plate with the designation **Tank, Medium, M4A2 76mm Gun, Wet**. So it's no surprise that several



Vehicle data plate found on an ex-Ont R Sherman. Photo by Sam Richardson, Ontario Regiment Museum, 2018

designations are used to describe these vehicles today. In this article we'll use **M4A2****, just to keep it interesting for you.

In 1971, the Ontario Regiment, a CAF Militia armoured unit located in Oshawa, Ontario, wanted to commemorate their Honorary Colonel - and automotive titan - Robert Samuel McLaughlin turning 100 years old. To celebrate the Col. McLaughlin centenary on September 11, the Ontario Regiment (*shortened in CAF parlance to Ont R, and invariably pronounced ON-TAR*) conducted a 100-man

Guard of Honour parade that passed McLaughlin's Parkwood Estates residence in Oshawa. Part of the Regiment's parade included four of its **M4A2**** Shermans which were amongst the very last of the type in service with Canada's military.

Colour Scheme

The Ont R Shermans, which were retired from service within a year after the parade to become hard targets on CAF firing ranges and public display pieces, were painted in a very unique scheme for the type in its Cdn Army and CAF service. It is believed that the Shermans were brush-painted in a local version of the then-current CAF 'army' scheme specifically for the parade, and in looking at images it is very likely that the running gear was left in the original Gloss Olive Drab.

The new scheme consisted of a matt dark olive green, a matt medium green and a matt sand/beige colour. These colours are not included in any model paint range, but in his Centurion article in **RT 31/4, Fall 2009**, author (and former CAF tank officer) Gary Barling stated: *"This is all well and good, but the specific colours are not readily available."* Further to that Gary said, *"I am particularly fond of Xtracolor paint and I used my stocks to come up with suitable mixes for this scheme:*

Olive Drab = X112, slightly lightened with a touch of Medium Grey or White.

Medium Green = 10 x drops X353 (Japanese WW2 Navy Green), plus 4 x drops of X141 (White).

Sand = 10 drops X105 (Sand), 2 drops X10 (Matte Interior Grey Green), plus a trace of X103 (Insignia Red) or X242 (German WW1 Topside Purple)."



From front to rear this is probably the parade order for call signs 11, 11A and 11B on the move through Oshawa to participate in the guard of honour on 11 September, 1971. Note that the guns are not locked in the travel cradle; this would be to allow the turrets to traverse in salute to Honorary Colonel R.S. McLaughlin during the parade marchpast.

Call signs 11, 11A and 11B apparently waiting for the 'go' order to participate in the guard of honour on 11 September, 1971. It was reported that four Shermans participated in the parade but the photos in this article only show these three vehicles. The other vehicle would most likely have been call sign 11C.



T84 Rubber Track
on all vehicles →

Note the single reinforcing
strap on c/s 11 ↗

Probably photographed from the turret roof of call sign 11, here we have a nice partial top view of 11A and 11B. The sand/beige colour applied to the hull does not seem to have been applied to the turret of 11A anywhere, which seems to be done up only in the dark green and sage green colours. Note that the loader is holding brass 'blank' cartridge for 11A's part in the 'feu de joie' during the ceremony.



Note that the 6" x 3" Canada
flag decal is a little bit
skewed off-level →

L-brackets at
turret rear are
standard on the
M4A2** ↘



Both fenders show wear and tear damage

11A has reinforcement straps added to both of the outer tow fittings

On the ceremonial marchpast (in party with the Ont R 100-man guard of honour) here is our main subject 11A on 11 September, 1971. Note that the turret is traversed in salute to Honorary Colonel R.S. McLaughlin.

The Ontario Regiment Shermans were some of the last operational survivors of the 294 **M4A2**** tanks purchased from the United States in 1946. These tanks, which were originally intended for delivery to Russia, were diesel powered and were retained in Canada for domestic use. They were given the CFR (Canadian Forces Registration) Numbers 78-693 through 78-992.

The M4A2** in 1:35 scale

There are multiple ways you can go at creating an **M4A2**** in 1:35 scale.

Kits. There are several M4A2 kits, but none of them is an out-of-the-box match for Canada's post-war sub-variant. Late-variant 'large-hatch' M4A2 kits are available from Academy, **Dragon**¹ and Italeri (reboxed by Tamiya).

All of these kits have the Sherman's earlier VVSS suspension with 16" tracks, so they need to be replaced with the later HVSS suspension and 23" T84 rubber tracks fitted to Canada's **M4A2****s. You will also need to ensure you're using the 76 mm gun with the muzzle brake. Other turret and hull details, such as antenna fittings on the kits may need to be changed on the kits, so check your references.. This link has some nice detail info to help guide you - the.shaddock.free.fr/sherman_minutia/sherman_types/m4a2/m4a2.html.

An alternate route is to start with an **M4A3E8** and

converting it to the Canadian **M4A2**** configuration. This makes some parts of the job easier but you are left with doing some serious work on the engine rear deck along with the rear end of the hull itself. These areas are the two major differences between an M4A3E8 and **M4A2****.

Aftermarket Conversion parts. There are a number of different items to help you create a Canadian **M4A2****, among them:

- ◆ From Tiger Model Designs you could try a major conversion of a Tasca M4A1 - tigermodeldesigns.com/product/35-7105-m4a2e8-post-war-canadian-conversion-asu/
- ◆ AFV Club produces HVSS and T84 tracks that could be adapted to an M4A2 kit

Aftermarket: AFV Club T84 tracks and HVSS.

Tiger Model Designs M4A2** conversion

Suggested M4A2 modelling references

By no means an inclusive list, here are few websites that can help you with your Cdn Army Sherman research:

- ◆ scalemates.com/topics/topic.php?id=3214
- ◆ tanks-encyclopedia.com/coldwar/canada/m4a276w-hvss-sherman-easy-8/
- ◆ servicepub.com/product/the-postwar-sherman-in-canadian-service
- ◆ theshermantank.com
- ◆ laststandonzombieisland.com/2016/11/05/canadas-long-running-and-unlikely-sherman-obsession/
- ◆ the.shaddock.free.fr/sherman_minutia/



¹ - Our sources indicate that the best way to get to an M4A2** is to start with the Dragon M4A2 Red Army kit, add the AFV Club HVSS Suspension Set, and AFV Club T84 tracks, and the Tiger Model Designs "M4A2 Post-War Split Exhaust Deflectors" #35-1194

As always these days, Google is your friend and a few searches for 1/35, M4A2, M4A2E8, etc., will reveal many results for you to follow up.

Coming in beaverTales!

In the next issue of *beaverTales* we'll be presenting some detail photos of the ex-Ont R M4A2**'s held in the Ontario Regiment Museum collection.

Acknowledgements

We would like acknowledge the great help given by a couple of very fine staff members of the Ontario Regiment (RCAC) Museum. Assistant Curator **Sam Richardson** provided some helpful background information and photos, and the very pleasant Tour Guide **Sara Jago** who gave a nice tour and some on-the-spot details of the Museum's Shermans. It was very nice to see young people like this showing an interest in Canada's military history.

The Museum has a great pair of operational **M4A2**** Shermans ("Bart", CFR #78-904 and "Billy", CFR #78-856) that get exercised regularly in the summer. If you're ever heading down the 401 near Oshawa, a stop at this great museum is absolutely worth the time and the ten-minute detour off the highway. Please visit their website, ontmuseum.ca, for museum hours and email contact information.



ONTARIO
REGIMENT
MUSEUM

Ontario Regiment
(RCAC) Museum
1000 Stevenson Rd. N
Oshawa, ON L1J 5P5



This later photo of 11A shows some interesting details: the CFR (Canadian Forces Registration) number, 78-877, has been applied to the forward hull side, along with the tank name 'WAR LORD'. This marking does not appear to have been applied at the time of the ceremonial parade where the colour photos were taken.

What is also interesting is that the lower hull sides and running gear appear to have been left in the older gloss dark green/olive drab scheme. There is no known reason for this, so the theory is that the Ont R cleaned up and repainted the upper hull and turret in the new three-colour scheme, while the lower areas were left in the older colour scheme paint. This could have been an expedient measure to save time and the tedious effort that would have been needed to sufficiently clean and prepare the greasy running gear and lower hull for a fresh coat of matt camouflage. This practice is very reminiscent of the Editor's own CAF Militia experience in the late-70's where this thinking was applied to unit vehicles when the order came down to repaint all field vehicles held on strength in the then-standard 'NATO' three-tone camouflage.

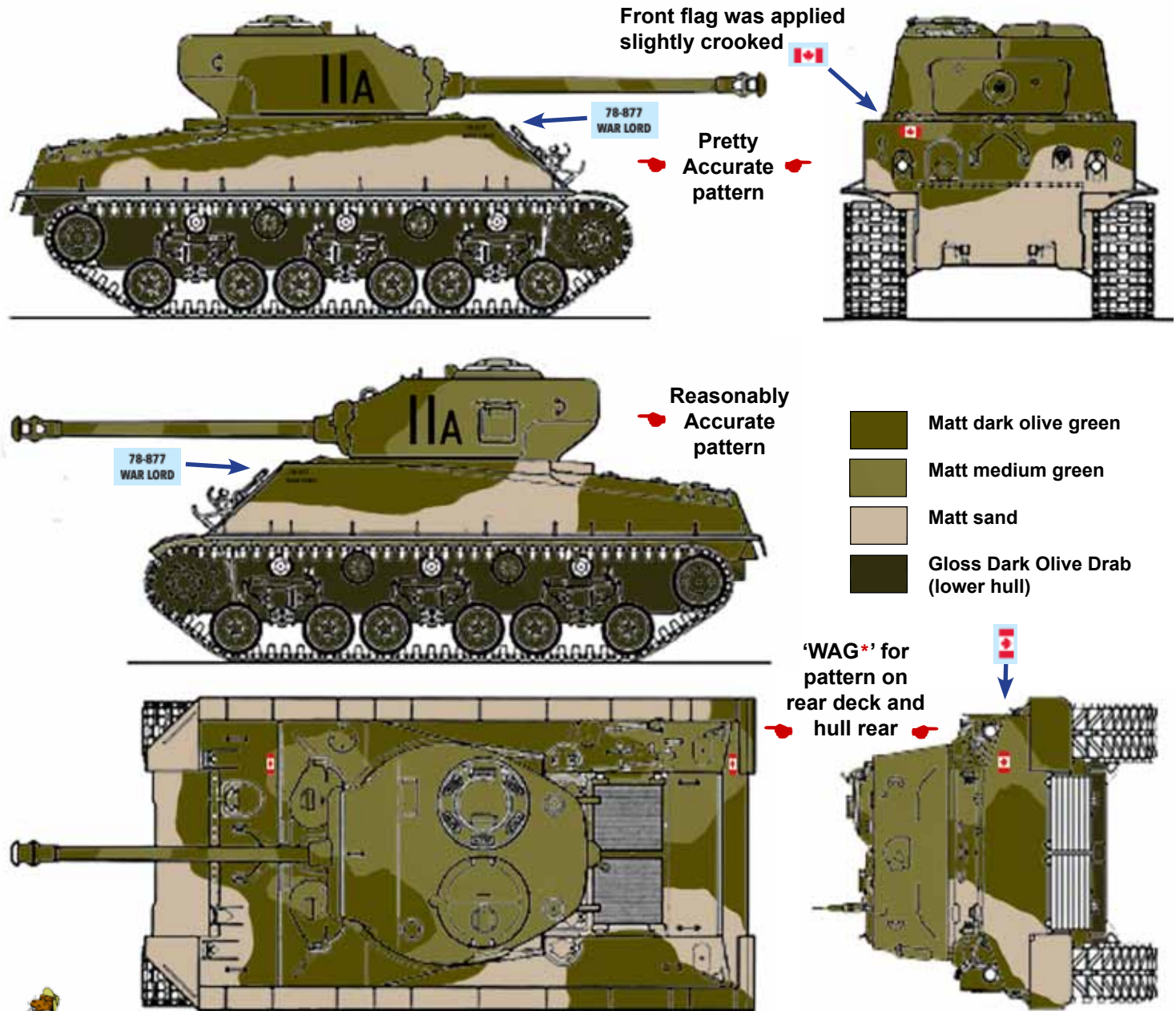
M4A2(76)W HVSS

The Ontario Regiment, 1971

This drawing should be used as a colour scheme and decal placement guide. It is not intended to accurately illustrate the technical details of these particular vehicles. The decals provided are primarily for call sign (C/S) 11A, CFR 76-877. The other options provided are for C/S 11 (CFR 78-951), 11B and 11C, along with one known CFR number for an Ont R Sherman, but it has not been positively matched to one of the other C/S's This colour .



Parts of this colour scheme pattern for call sign 11A should be considered as 'provisional' (a polite term for a WAG*). Based on what can be gleaned from the photos in this article, the vehicle front and right-side views are reasonably accurate, but the camouflage on the left side is less so. Part of the top view and the rear of the vehicle are not based on hard photographic evidence.



* en.wikipedia.org/wiki/Scientific_wild-ass_guess



The Pink T-Bird at Grostenquin, France - photo via Barney Beaulieu

- The Pink T-Bird - An RCAF 2 Wing T-33 Silver Star after a 'friendly' 1955 visit to a USAF base...

(Editor's caveat - you may wish to take the following tales with a large grain of salt. War stories like these, while extremely entertaining, tend to get better with the passage of time. Nevertheless both stories are reprinted here with the permission of David McCarey of the Military Communications and Electronics Museum)

Source: c-and-e-museum.org/grostenquin/other/gtother-215.html

The 'Pink' T-Bird Story by KC Lett, former OC of 416 Sqn

"We at 2 Wing had a very close and friendly relationship with our USAF friends at Chaumont in eastern France. Among other things held in common, we agreed that we suffered from a lack of amenities compared with our brothers in Germany. To brighten things up a bit over the winter of 1955, we invited the Chaumont wing to Grostenquin. They arrived on a Friday afternoon with their trusty F-86s, and, what with partying and other factors, I regret to say that they were still with us a week later. To say the least, the visit had been a resounding success, with appropriate entertainment imported from France, fabulous food, and beer brought in from Bavaria by the keg. Our CO, G/C [Group Captain] Bill Weiser, and the USAF commander were both taken somewhat aback by the entertainment and shenanigans of their boys but, good leaders that they were, did the "grin and bear it" thing and did nothing to spoil the fun.

Our Chaumont friends soon prevailed upon their commander to have us over for a return engagement. That got under way on Friday, May 24, 1955. As a result of trouble they had getting all their aircraft back home and serviceable from 2 Wing, our commander, A/V/M [Air Vice Marshall] Hugh Campbell, decided to limit the number of aircraft we could take to Chaumont. To offset things, he loaned us his personal [C-47] Dakota. Along with our own Expeditor, flown by G/C Wieser, the Dakota filled the gap. Everyone was satisfied, except a certain Sabre squadron commander. For him, nothing less than a T-33 would do.

As I recall, I found something to keep me terribly busy until the transport had departed, then created something of a crisis as a pretence to borrow a T-Bird to catch up with them. I was accompanied by F/O [Flying Officer] Tex MacDonald of 416 [Sqn]. The trip down was routine, except that on arrival I was directed to a spot in the dispersal area. This was very odd, as these were normally very secure areas and not used for parking transient aircraft.

Only the next day did I discover why I had been directed into a secure area, well hidden from the base complex. It seems that the USAF had done some detailed planning on how to "one up" the RCAF following our winter thrash. The idea was to swap a J47 [engine] from one of their F-86Fs for an Orenda [engine] from one of our [Sabre] Mark 5s. Apparently engine mounts etc., were similar, and the USAF was prepared for whatever adjustments were necessary. So, with a crew of high-priced technicians standing by and no RCAF Sabres, their plan went down the drain. Instead they decided on a lesser scheme – to repaint my T-33. This was beautifully accomplished in US Navy blue, complete with all the detailed decals. Tip tanks, and speed brakes were done in pink, with the [red] Russian hammer and sickle emblem on each wing tip."



Grostenquin, France - photo via Lorne Acton



Grostenquin, France - photo via Barney Beaulieu



Grostenquin, France - photo via Richard Taylor

The 'Pink' T-Bird - Story Related by Norm Avery

"My recollections of the Friday night bash are somewhat vague, but of course it had all the ingredients popular for the time. Next morning, I recall clearly walking across the barren sandy area between the officer's club and the dispersal and noticing this beautifully painted aircraft. I didn't recognize it as my own T-33 until quite close, and then "the lights went on!" First I assumed that this was a quick water-colour job that could soon be scrubbed off. But not so. It was good old enamel and quite permanent. Nonetheless, we prepared to depart. The USAF CO was Major Bill Dillard, leader of the Sky Blazers, the USAF's European aerobatic team. One of his pilots, John Reynolds, suggested that they could wind up three of the Sky Blazers to escort me home, lest some over-zealous NATO pilot spot our Russian markings and shoot us down! The escort was organized in great style, regardless of the fact that they were on UHF and I was on VHF, so we were unable to communicate.

We lined up on the runway in a diamond shape – true aerobatic style. The tower advised us to take off singly, but as I let the speed brakes go the three Sabres followed. They were superb formation pilots, so Tex and I got quite a thrill leading our own aerobatic team! We had one incident on the way home when a nosey stranger tried getting too close. He was soon sent on his way by two of our Sabres. On arrival at

Grostenquin, with hand signals, gut feel and whatever else we did, we completed a reasonable beat-up. I then landed, and my escort went home.

The sequel was not quite as pleasant as it might have been. Not only was I in deep shit with G/C Wieser for daring to take a T-33 for the weekend, but I had brought it home as unfit to operate. Come Monday morning the T-bird was back to its original shape, courtesy of a delighted squadron. The fellows enjoyed the incident so much that stripping all the paint off, then repainting the T-33 was easily worth all the trouble."

Acknowledgements

Thanks for permission to reproduce material in this article go to

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Military Communications and Electronics Museum



Our mission is to offer you a look into snapshots of time, both distant and near, depicting the history of Canadian military communication. The development and application of communications technology by the highly skilled troops has been both ground breaking and life saving. Join us and see the influence military communications has had on the times. We take great pride in what our soldiers past, present and guaranteed in to the future, have and will continue to accomplish. - David McCarey

The 'Pink' T-Bird - Modelling Notes

These notes are based on what can be gleaned from the four currently-known photos of 21196 during the very short time it was painted up in this colour scheme. Unfortunately all of the photos were taken from the left side of the aircraft. This means that some speculation has to take place in order to do a 'best guess' at how the rest of aircraft had been painted and marked.

It appears that the USAF 'midnight refinishing' team was fast, professional and careful in their work. The ultimate goal seems to be that the aircraft was still going to be serviceable and able to fly back to its home base after they were done with it. After all, what fun would it have been if only they could share in the laughs?

Consider the following if you're contemplating building this

unique scheme (some are keyed to the drawing):

- ◆ The exact dark blue colour is unknown. Logically, it was probably close to or was the same dark blue as the USAF used for painting national markings on aircraft. Today this Insignia Blue is FS 595 colour (FS) **15044**. Despite the anecdote citing "US Navy blue", this is not likely to have been kept in stock at a USAF base in France.
- ◆ The same thinking applies to the red stars and the hammer and sickle markings - they would use what was available locally. USAF Insignia Red is **FS 11136**.
- ◆ **A** - The pink-painted parts - tip tanks, speed brakes and the undercarriage upper doors - take your best guess here for the colour. The simplest mix that the USAF might have used would be a combination of **FS 11136** Insignia Red and **FS 17875** Insignia White.
- ◆ **B** - The lights, antennae and other critical areas

appear to have been masked off for painting.

◆ **C** - The main canopy frames are not painted blue. Note that the masking does not completely cover the natural framing at the rear end. It appears that the canopy rear frame was deliberately masked to produce a continuous natural metal/blue colour break.

◆ **D** - The black/dark grey wing walk anti-skid area does not appear to be overpainted in blue. This would jive with the premise that the USAF personnel were careful in their nefarious work.

◆ Probably due to the limited time available the refinishing crew chose to overpaint all the maintenance and safety markings on the jet. This is a boon for those modellers who hate fidgeting with stencilling decals.

Other details (keyed to the drawing):

① The nose-mounted 0.50" cal. machine guns are fitted to this aircraft.

② The aircraft is carrying the wing pylons used for bombs or other stores..

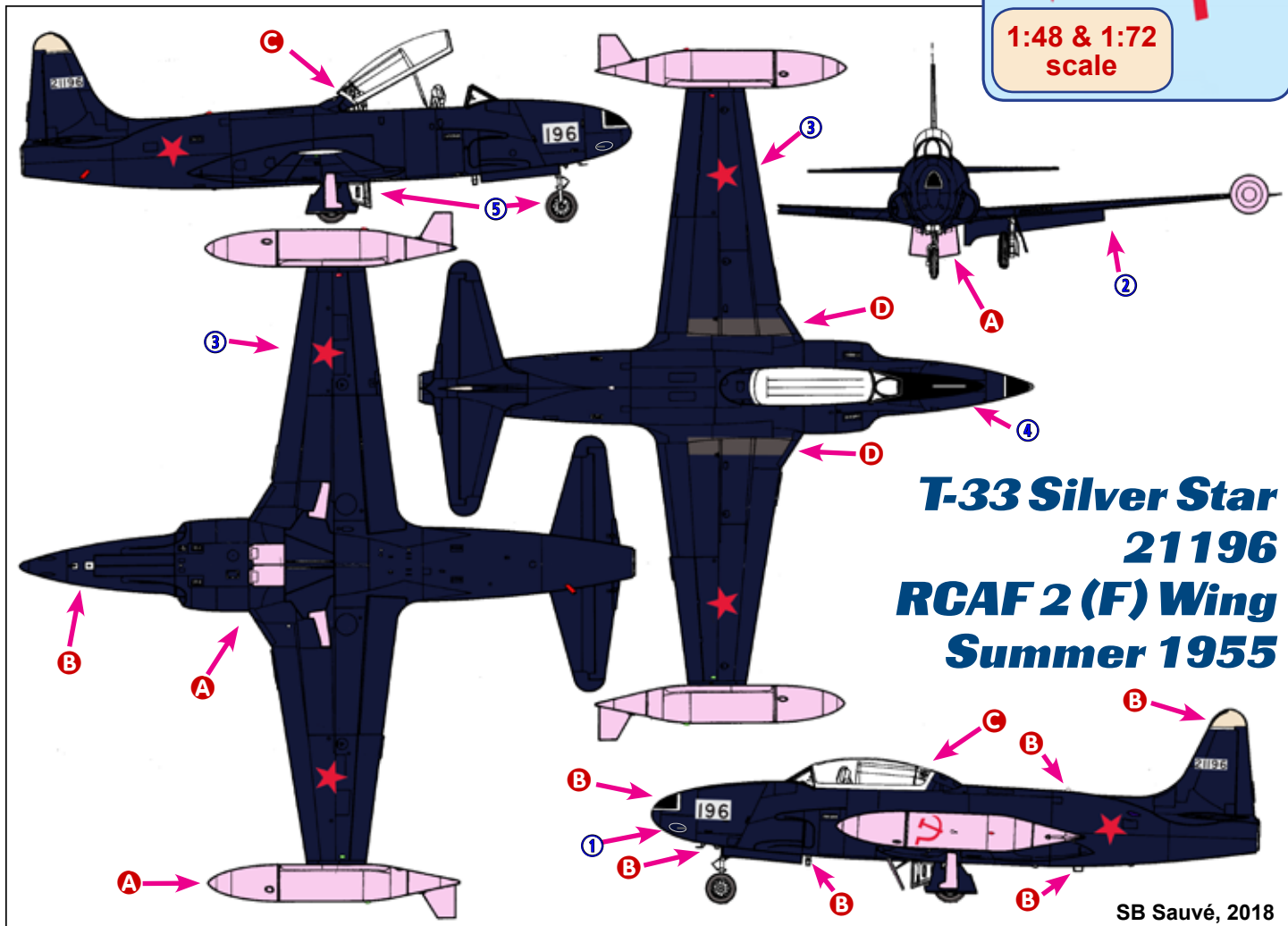
③ The wing marking positions are speculative. Based on the fuselage stars being inverted, it seems likely that the wing markings would be done up the same way, relative to the normal orientation for a wing marking. They were

probably positioned centred at 70" in from the centreline of the top tank. This is the same position as the upper wing RCAF roundels would be located. This landmark would make for an easy 'registration mark' for the painters to quickly get lined up on both sides of the aircraft. For the bottom of the wings, who knows? Maybe they painted stars on there, or not. We've given you stars to allow to decide for yourself.

④ On the black anti-glare panel in front of the windscreen there is a white strip, about 1.5" wide x about 24" long. This is the index mark for the yaw string. Don't forget to add the whitish-coloured yaw string to your model!

⑤ The wheel hubs, inner faces of the flaps and undercarriage and speed brake doors appear to have been left in their natural metal/aluminum paint finish.

⑥ Inside of the rear part of the canopy there is a blind flying curtain installed. This consists of two metal 'hoops' that follow the inside curve of the canopy plus a white curtain that can be drawn into position when needed for instrument flying training.



**T-33 Silver Star
21196
RCAF 2 (F) Wing
Summer 1955**

SB Sauv , 2018



Mobile Command Badges

Included on the free decal sheet is something to help CAF military vehicle modellers with 1:35 markings to help dress up your models properly. The Force Mobile Command (FMC) badge was in general use on Canada-based army field vehicles from the mid-1960's well up into 1970's. There were two sizes of decals produced for vehicles; 7" wide and 10" wide. When used they were applied to the right-hand side of the vehicle; they were placed so as to be visible directly from the front and rear. In the example photos the large decals are used on all the vehicles except the Jeep.

Members' Bonus
Decals

M135 2 1/2 Ton truck in 1967



DND Canada photo REC67-406



Centurion ARV Mk.2 in 1967

DND Canada photo PCN67-1069

M135 2 1/2 Ton truck on vehicle camouflage trials in 1968



DND Canada photo REC68-1511-3



M113A1 APC on an infantry training exercise in 1968

DND Canada photo REC68-1117

M113A1 APC on a winter training exercise, 1971



DND Canada photo PCN71-182



M152 3/4 Ton truck on 1968 vehicle camouflage trials at Petawawa

DND Canada photo REC68-1511-4

M38A1 Jeep with a 106 mm Recoilless Rifle, PPCLI at Suffield AB, 1970



DND Canada photo REC70-205



Cdn Army CH-113A Voyager 10418 in 1967 hoisting an M38A1 jeep and trailer. DND Photo PCN67-728



L-19E 16733 in 1967 in a very Canadian winter scene. DND Photo PCN67-1075

Cdn Army CH-113A Voyager 10407 during the 1967 search for the Sir John Franklin grave (from the ill-fated 1845 expedition). DND Photo WS67-79



A genuine 10" wide vinyl FMC decal in ready-to-apply condition. This particular decal was manufactured in November 1967. The front face is protected with a light paper layer that is peeled and removed after the decal is applied and squeegeed in place. (SB Sauvé collection)

In the spirit of multi-utility we are happy to tell you that FMC decals were also applied to Cdn Army aircraft. For sure they were used on L-19E Bird Dogs and CH-113A Voyagers; photos of other FMC-assigned RCAF and CAF aircraft, such as the CC-123 Otter, have not surfaced at this time. If you happen know of an image that shows this marking on other aircraft please send a copy in to the Editor for use in a future **RT** or *beave**RT**ales*.



Cdn Army L-19E 16733 in 1968 showing some great detail. Note the 'CAF' new flag leaf roundels, the Royal Canadian Horse Artillery badge just aft of the FMC badge and the '63' on the red/blue square. Overall colour is Gloss Green 503-120. DND Photo RE68-1018





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