



PostStrike®

IPMS Ottawa Newsletter

[HTTP:WWW.IPMSOTTAWA.CA](http://www.ipmsottawa.ca)

Upcoming Events

<i>Open House</i>	<i>November 23</i>
<i>Out of the Box Competition</i>	<i>December</i>
<i>Best of 2002</i>	<i>January 2003</i>
<i>CAPCON</i>	<i>September 2003</i>

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The Prez Sez

Paul Eastwood



It has been a very busy month. IPMS Ottawa members were present at shows in Syracuse and Ajax. I hope that this marks the beginning of a trend that will see ever-increasing attendance at model shows within reach of Ottawa. Apart from the camaraderie that grows from these events, we are showcasing the talent that exists in our club.

We are honoured to have several guests here tonight. Joan Leonardo will present the awards for the Ralph Leonardo Memorial Contest. This contest is open to all 1/72nd scale Aircraft. A write-up about Ralph appears in this issue of Post Strike. Also in attendance is Curtis Merrill. Mr. Merrill, a Canadian Pilot, served in the RAF, flying Hudsons, Baltimores and Wellingtons. Thanks to Nick Saunders for introducing him to IPMS Ottawa.

The Open House is set for Nov. 23 at the Museum of Science and Technology. Several Trophies have resurfaced and will be awarded to the modeler or modelers for the best theme presentation as voted on (a) by the public and (b) by IPMS members. These trophies have not been presented since 1993. This year marks their return, and the resumption of a yearly event.

The website has been updated extensively. Articles, reviews, Post Strikes and reference links have been added, and will continue to be added on a regular basis. Anyone with material appropriate to the site are encouraged to contact Bruce Grinstead or myself via

links on our homepage. A new section will feature galleries of models by club members. This will incorporate a selection of model photos as well as a brief bio. I will arrange to visit modelers and photograph their collections. All interested parties please contact me to set a time. This issue of Post Strike is the last under the editorial guidance of Seth Wilson. Seth has performed admirably in his duties and has provided us with a consistently high quality product. Many thanks for your contributions to the club. You have definitely earned our respect and gratitude. Post Strike will continue with Dana Nield as editor beginning in December. Elections will take place in December. Available positions will be outlined tonight.

As always, December's contest is "Out of the Box". In January, apart from selecting the Kit of the Year, all members are asked to bring out their current project, regardless as to whether it is finished or not. This is listed on the website under events as "What I did over my Xmas holidays". Happy modeling.

Ralph Leonardo Memorial

Joan Leonardo

Ralph's interest in airplanes and modeling began when he was a young boy as did his weekly Saturday trips to Hobby House. Several years ago he was honored by Hobby House for being their oldest(not in years) client, as he followed them from McArthur Road to all their sites on Rideau Street and Montreal Road.

In his late teens, he became active in the Air Force Reserves; he would love to have been a pilot but his eyesight was always poor and it was deterrent for a career in the Armed Forces. Instead, he began working at the National Research Council, where he remained for twenty-seven years. During his first ten years at the Council, he studied at night at Carleton University where he earned his Bachelor of Arts in the field of psychology. As he was working in the field of Ergonomics, his studies were a help to his career. Unfortunately, NRC cancelled all their Ergonomic Programs and Ralph had to look elsewhere for work. Luckily, he was able to obtain his position at the National Aviation Museum in the Historical Aviation Section. He loved his work at the museum as he was working in the field of his interest and hobby.

Continued on page 2

The T-34 Tank

Morley Verdier

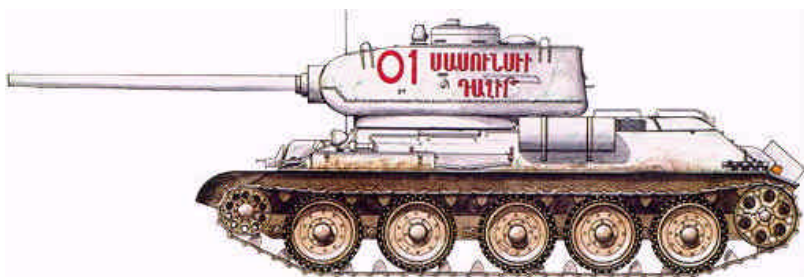
The T-34 tank was one of the most influential armored vehicle designs to emerge during the Second World War influencing German tank design following the shock of the first clash at Brody and Dubno with the rough handling of the 11th Panzer Division. Over 97,000 models and variants were built making it one of the most numerous tanks ever built.

The prototype model for the T-34 series was the A-20 developed from the BT-7M with a 45mm gun by the Kharkov Locomotive Plant in 1937-38. This was developed into the A-30 with a 76mm gun and later the T-32 with better armour and hull shape, and transmission. These development models culminated in the A-34 prototype, which was built in Sept-October 1939 and trials began in March 1940.

The second major series version of the T-34 incorporated a KV-85 turret with the M1943 85mm gun to counter the German 88mm. The T-34/85I became the backbone of the Soviet armored forces and service issue began in March 1944 with production at the Tagil, Gorkiy and Omsk tank plants. Development of a replacement, the T-43, led to the T-44 series in 1945-46, but they never replaced the T-34/85 in significant numbers until the advent of the T-54.

Overall a total of 35,120 T-34/76's were produced with 48,950 T-34/85's and 13,170 assault and tank destroyer versions, making it the most prolific tank produced during the Second World War and the early Cold War period.

The T-34/85II was introduced in 1947 with improvements to the transmission, armour arrangement, and better fire control and vision devices. Used extensively in the Korean War, it initially equipped the Warsaw Pact nations and was exported throughout the world.



T-34/85 Model 1943 with DT-5 gun. RMZ

Ralph Leonardo Continued

Ralph continued his work at the museum until he took an early Retirement at the age of Fifty-four, due to ill health. However, he still spent many hours a week at the museum, helping to run the volunteer group. His work with the volunteers, including many World War II pilots/veterans, was a great pleasure to him.

Visiting aviation museums, watching air shows, attending meetings of the IPMS and Canadian Aviation Historical Society, and building 72nd scale model airplanes were the ways in which Ralph enjoyed spending his leisure time. Gatherings with friends and family were wonderful times for Ralph, as he loved talking and listening to the stories of others.

The Ralph Leonardo Memorial Trophy was established after his passing, to honour his contribution and participation in IPMS Ottawa. Since Ralph loved to airplanes in 1/72nd scale and in particular the P-47 Thunderbolt, the award is open to all aircraft built in that scale and will be awarded by Joan Leonardo. Thank you to all that participate, I'm sure Ralph would have appreciated it.

IPMS Ottawa

President: Paul Eastwood
Treasurer: Janyce Thompson
Public Relations: Wayne Giles
Contest Director: Mike Belcher
Post Strike Editor: Seth Wilson
Web Master: Bruce Grinstead

IPMS Ottawa is the local chapter of *IPMS Canada*. Meetings are held at the Science and Technology Museum, 1867 St. Laurent Blvd., on the first Wednesday of each month from 7:30 to 9:30pm. Visitors and guests are always welcome.

Club Membership Information:
Dues are \$15.00 per year, which permits members to take part in club contests, events, and the Annual Member's Auction.

Post Strike is the official journal of the IPMS Ottawa Chapter. Articles may be copied and re-used provided credit is given to the original author and IPMS Ottawa. Contributions are welcome from any readers of *Post Strike*, not just club members. IPMS Ottawa does not pay for any submissions. No promise is made to publish any material and where necessary submissions will be edited. Submissions of articles, tips, terms, items needed, or questions for *Post Strike* can be dropped off at a meeting or sent to:

editor@ipmsottawa.ca

Visit our web page at:

www.ipmsottawa.ca

IPMS Canada

Club members are encouraged to become members of our national association and parent body, IPMS Canada. Memberships are \$24.00 Canadian per year and are available from:

IPMS Canada
PO Box 626, Station B
Ottawa, Ontario
K1P 5P7

Inquiries or submissions can be made via their Internet address:

mig@ipmscanada.com or visit their website at: www.ipmscanada.com

The T-34 Tank continued

T 34

Models

T-34/76

Airfix 1/72nd
ROCO 1/76th
Tamiya 1/48th
Zvezda 1/35th
ESCI 1/72nd (1942, 1943)
RPM 1/35th
Italeri (1943) 1/35th
Tamiya (1943) 1/35th

SU-85

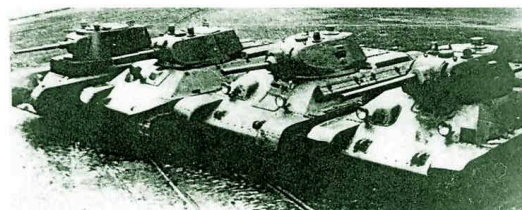
Fujimi 1/76th
Ostmodels 1/76th
AER 1/72nd

T-34/85

RPM/Maquette 1/35th
DML 1/35th
Tamiya 1/35 (Kit No. MM138)
Italeri/Zvezda 1/35th (Kit No. 295)
Fujimi 1/76th
RPM 1/35th (Kit No. 3502)
ROCO 1/76th
USSR 1/80th
Dragon 1/35th (Kit No. 6606)
AER 1/72nd
SU-122
AER 1/72nd



T-34/76 Model 1942/43 of the 30th Guards Tank Brigade entering Krasnoye Selo near Leningrad, January 1944, [Red Steel](#)



BT-7, A-30, T-34/76 1940, T-34/76 1941 Tanks, [RMZ](#)

Research Information

Publications:

Soviet Combat Tanks 1939-45, Peter Chamberlain & Chris Ellis, Almark, 1970
T-34, Czołg Sređi, *Typy Broni Uzbrojenia* # 1, 1970
T-34/76 medium Tank 1941-45, Steve Zaloga & Peter Sarson, *New Vanguard* # 9, Osprey, 1994
T-34/85 medium Tank 1944-94, Steven Zaloga, Jim Kinnear & Peter Sarson, *New Vanguard* # 20, Osprey, 1996
Von Tankograd nach Berlin – Entstehung und Bewahrung des T-34, Januz Magnuski, DDR, 1980
Soviet Tanks and Combat Vehicles of World War Two, Steven J. Zaloga and James Grandsen, Arms and Armour Press, 1984
Russian Tanks 1900-1970, John Milsom, Galahad Books, 1970

Articles:

Military Modelling

Vol. 28, No. 15, *Choosing The Best 1/35th T-34/85 Tank model*, Bruce Crosby
Vol. 28, No. 12, *Korean Catastrophe! – A Korean T-34/85*, Steve Zaloga
Vol. 25, No. 3, *Captive T-34 – A Finish T-34/85*, Frank de Sisto
Vol. 23, No. 7, *Samokhodnaya Ustanovka – Conversion of a SU-85 into A SU-100*, Vasko Barbic

[AFV News](#), Vol 35 No. 1, *The T-34 Family*, Ing. Karl Brandel

www.track-link.net/articles/construct/t34:85bg.html *The T-34/85 in the Great Patriotic War*, Brett Green

Web-sites:

Russian Military Zone www.history.enjoy.ru

Red Steel www.algonet.se/~toriort/

Tony Matteliano's Scale Model Index www.buffnet.net/~tonym/models.htm



The T-34/85II was introduced in 1947 with improvements to the transmission, armour arrangement, and better fire control and vision devices. Used extensively in the Korean War, it initially equipped the Warsaw Pact nations and was exported throughout the world.

Thoughts on Modeling

Jim Coady

Last year at the auction I picked up three aircraft kits; two World War One 1:72nd scale models and a 1:48th scale model. Now I knew that these were bare bone kits, but I figured I would try to enter one in the World War One contest scheduled for the following spring (*March 2002*). Well, I had a few other models on the go so the Nieuport project was put aside for a while.

For the past ten years I have been concentrating on out of the box kits with the occasional replacement part being made due to loss or damage--this was time-consuming but essential for a job well done. So when I found myself with the Nieuport, I discovered over time just how much work would be involved.—that's another article in itself! The point is, I have gotten into what we modelers refer to as "kit bashing" and enjoying every minute of it. To the uninitiated, it may conjure up images of a fed up out of control modeler hurtling abuse and probably a blunt object or two at some over-priced and hyped up kit. "What do you mean I have to build a new seat?!?" To those of us who absolutely love this hobby we know that the term kit bashing is just the opposite. In most cases it is a lot of extra research and work and for me that extra has resulted in a great deal of satisfaction. Just knowing that I have taken a bare bone kit and transformed it into something resembling the real thing is very satisfying. Of course there are exceptions; one of which being a 1:72 s scale Spanish Me 109 I picked up at the auction last year. This would not qualify as a kit bash, but scratch build. But you never know. I may even tackle that one some day.

My current project is Richtofen's Albatros D111 which I hope to enter into this month's contest. I know Ralph would be thrilled to see all those 1/72nd scale models on the table. Let's all do our best as we prepare for the Leonardo Trophy. Until then keep up the great work.

Shots from Syrcon 2002

Paul Eastwood



People's Choice Winner "Digger"

EXERCISE EQUIPMENT FOR THE MODELLER

Graham Mansell

Because this hobby is very sedentary (sorry \$35.00 word meaning sitting a LOT!!) we the plastic modeler, should look at getting more exercise. A lot of the equipment that one can buy these days is aimed at the home user so you do not have to go far from your research material. Many of these machines have book holders so that you can do research while getting into shape, what could be better than that? A lot of equipment folds up so that the modeling bench can be brought out after exercising. Now we do get some exercise modeling, for instance, sanding rivets from 32 scale a/c, walking from the car to the store, assembling link and length track, and ripping off shrink wrap! Unfortunately many of us need more than these so here I will recommend some machines that work well in a modeler's home. The Exercise Bicycles are good, get the ones that do NOT have moving handles so that they do not knock your research book out of the holder, and it is easier to change pages. Rowing machines are quite nice but you have to use your hands so it is more difficult to change book pages. The best piece of equipment is the treadmill, again NOT the motorized ones!! These are good because when you get tired of all the work getting into shape they stack kits very nicely. The flat surface is very good for piling up the kit boxes!! If it is motorized and accidentally gets turned on the stack of kits goes flying and you may lose/step on some valuable pieces!! So before purchasing an exercise machine do your research, when exercise becomes too much work, which machine will hold the most kits safely!!



Jaguar Mk2 Saloon



Fw 180A-8

The CANADIAN AIR ACES and HEROES WEBSITE

Nick Saunders

Syrcon Continued 2

In previous articles related to our beloved hobby, I have reviewed a modelling webzine and another website specifically dedicated to the Spitfire. This month we turn our attention to an interesting site dedicated to local heroes that flew the fascinating machines we make the subject of our art. The website is entitled “**Canadian Air Aces and Heroes – WWI, WWII & Korea**”. For those with a penchant for researching air aces and their histories, this is very good starting point.

The home page (<http://www.accessweb.com/users/mconstab/index.html-ssi>) provides the visitor with a breakdown of air aces/heroes in the three conflicts. Additionally, links are provided to a listing of relevant aircraft of our aces/heroes (both allied and axis, hunters and hunted) as well as to the various medals they were awarded. As you can imagine, the lists are links to more in depth articles.

Let’s take a look at the specifics. There are 7 **WWI aces** and heroes listed for which 6 have “short histories” or biographies, if you will. The list includes “**Billy**” **Barker**, “**Billy**” **Bishop**, Carleton Place’s own **Arthur Roy Brown**, **Raymond Collishaw**, **Donald McLaren**, **Andrew McKeever** and **Alan McLeod**. I am not in a position to say how complete the lists are as far as covering all the aces is concerned but judging by the recent IPMS Canada Canadian Aces decal sheet, at least one WWII ace is not mentioned – that being William McKnight. **Stearne Edwards** is another Canadian ace (16 victories) not present in the WWI line-up. He is, however, mentioned in the Roy Brown “short history” as they were close childhood friends. Another missing candidate is William Stephenson who later came to be known by his WWII codename “Intrepid”. In the **WWII listing**, we find short histories for the following aces/heroes: **Russ Bannock**, **George Beurling**, **Lloyd Chadburn**, **James Edwards**, **John Fauquier**, **Robert Gray**, **Robert McNair**, **Andrew Mynarski**, **Percival “Stan” Turner** and **Woody Woodward**. **J.A. Omar Levesque** is the only listed ace with kills in both Korea and WWII. There are no exclusively Korean aces/heroes listed. Maybe someone out there can tell me if there were any other Canadian Korean aces?

I found the “short history” format to be well done. Using my reading of Roy Brown’s short history as an example, I found that one gets a very good flavour for the life of an aviator on the Front. The author focuses as much on the man, his fears and hopes - supported by reproduced letters - as he does on the highlights of our heroes’ flying career. In the Roy Brown biography, one discovers some interesting tidbits of information. For example,

“He [Roy Brown] apparently suffered from acute gastritis (a painful inflammation of the stomach) that was aggravated by the stress of combat and the fumes of burnt castor oil from their rotary engines. Castor oil was used as a lubricant in rotary engines, it is also a well known laxative and many Allied pilots suffered from the ill effects of breathing and swallowing the oil that was flung in liberal quantities from the whirling cylinders of their rotaries.”

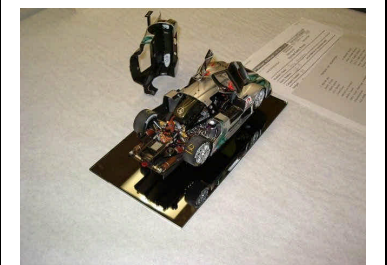
This was in fact no laughing matter. The condition was apparently quite a common ailment amongst pilots as further reading of the article reveals. Yet another revelation for me was the discovery that Canada’s own **Wop May** (another unlisted WWI ace) was the hapless, would be victim of the Red Baron on that fateful April 21st, 1918 day when Roy Brown solidified his claim to fame by shooting down the famous German ace.

Such interesting information is invariably supplemented by historical photographs and by reproductions of Canadian aviation art. Links are made to brief technical descriptions of the aircraft mentioned. Where relevant, links are also made to referenced material. In the Roy Brown “short history”, one is invited to explore the controversy of who actually shot down the Red Baron by linking to articles by Dr. Geoffrey Miller or by visiting the ANZACS: *Who Killed the Red Baron* website.

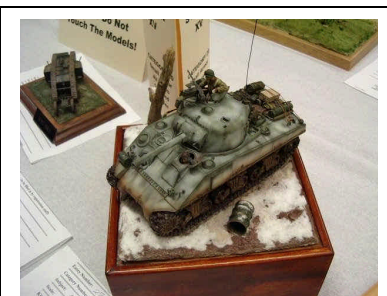
Well, I hope I have wetted your appetite to learn more. Certainly, the Roy Brown “short history” left me pondering a couple of questions such as: “What Quebec airline was Roy Brown the founder of after the war? How many kills was he actually credited with? That’s great because it gives me an excuse to delve deeper into the topic. It should come as no surprise then that, in my estimation, the site is well worth the visit. Perhaps we can hope to see it expand as the Robert Gray and Andrew McKeever “short histories”, despite their names being in the lists, have yet to be written? Comments for the site may be sent to Miles Constable who I presume is the author. Does anyone know of him?



M-32



Mercedes CLK



M4 Sherman



RSO



The Swamp Thing

Revell Kit #04135 - 1/72 Focke Wulf F8/A8 w/Bv 246 Hagelkorn

Peter Hyland

This kit is one of Revell's newer 1/72nd moulds with finely engraved panel lines and overall good fit. Also included in this kit is the Bv 246 missile, radar antennae array with under wing cannon pods for a night fighter, drop tank and SC 250 bomb.

My major complaint with this kit is that, as usual, Revell has molded the canopy in a closed position with the rear portion of the canopy molded to the fuselage. My first modification upon opening the box was to break off the tail wheel, which is molded to the fuselage! I replaced this with one from an Academy kit. My second modification was to grind off the rear portion of the molded on canopy and replace it with one from the Academy kit, which has two canopies included in the box.

I then built up and painted the cockpit, which is quite nice in RLM 66. It has a detailed rear cockpit panel instead of a blank piece as included in the Academy kit. I added a photo-etched harness from a Special Hobby kit. This component assembled quickly and easily and fit well into the fuselage. I also drilled a small hole in the canopy for the antenna wire.

Next, I attacked the wing assembly. This is straight forward, only needing opening up the holes for the under-wing rack. The instructions indicate that cannon bulges should be installed on the wing upper surfaces. I could not find any references to this since their outer wing cannons were deleted from this model. I therefore deleted this assembly from the build.

With the cockpit installed, I glued the wings to the fuselage. Only the slightest gap remained between the mating surfaces. A small bead of glue was all that was needed to fill the gap. The machine gun cover was installed and a little bit of Mr. Surfacer was used to mate this to the top of the fuselage because of a mistake I made in sanding it a bit too much and it sat somewhat low on the fuselage. Next I glued the front cowl ring to fuselage, a good fit overall. While this assembly was drying, I painted up the minor parts such as antenna, DF loop, under-carriage, wheels, etc.

Once the glue had dried overnight, I sanded the surfaces and applied RLM 76 underside blue to the wings and fuselage sides. I then applied the standard RLM 74/75 upper surface colors, masked off the rear tail and applied RLM 04 yellow to the rudder, the front cowl ring and under surface back to the front edge of the wing. A thinned oil based combination of black / brown wash was flowed into the panel lines with the excess cleaned up with a Q-tip and paper towel. When removing the masking tape from the rear fuselage I pulled off one of the stabilizers but I was able to re-glue it without any damage to the kit.

The a/c was then gloss coated with CTC gloss coat and left to dry overnight. Next the decals were applied. This is where the frustration set in. They were extremely thin but flat and they adhered to where they were set down and nowhere else. They would not move so I used only the main decals and didn't bother with the stencils. Finally the decals settled down with a little Micro-Sol. They were then re-coated with gloss, to prevent silvering and then Dullcoated with no silvering evident. I then added the landing gear, antennas, propeller, etc.

Overall, this is a good kit. There were very few fit problems, and with the exclusion of some kit details and some mixing and matching of parts, an excellent aircraft can be built. The problems of the kit are minimal, the too sticky decals and enclosed canopy can easily be replaced from other kits.

Syrcon Continued 3



A Junkers of some sort...



Preparing for Canadian Customs (no really we only spent \$10!)