



# PostStrike<sup>®</sup>

March 2003

IPMS Ottawa Newsletter

## The Prez Sez

**Paul Eastwood**



Another year of model shows and conventions is upon us. Saturday, April 12th, will see CanAm Con in Plattsburgh, N.Y. Advertised as a 2 1/5 hr. drive from Ottawa, it is an easy day trip. An award is available for best club showing. If you haven't ventured out of Ottawa for a model show, this would be a great initiation. Our own Randy Lutz will not be attending this show as he is an invited entrant at TamiyaCon in Alisa Viejo, California. Borgfeldt only issued two invitations to all of Canada, so this is quite an achievement. Best of luck Randy.

We had a successful day at the Perley. See the accompanying article. CapCon is in full swing, and the sponsorship drive has begun. Juan Lopez has assumed the responsibility of designing the awards, and his results so far are quite impressive.

Just a few days to go until the auction. Starting time is 10:00 (doors open at 9:00) on Sunday, March 9.

Tonight we have a guest speaker who is in attendance at the invitation of Wayne Giles. See you at the auction, and Happy Modeling.

## CF Around the World



Canadian Miliatry Policeman Cpl Eric Belanger stands guard with a C7A1 assault rifle while humanitarian aid is unloaded from a CC-130 Hercules in Afghanistan. Cpl Belanger is a member of a TAL DET (Tactical Airlift Detachment) and is part of OP APOLLO, Canada's military contribution to the international war on terrorism. Photo by Cpl Henry Wall, Image Tech, Arabian Gulf Region. Feburary 2, 2002



A Coyote reconnaissance vehicle of the Lord Strathcona's Horse (LdSH) "B" Squadron, passes through the city of Kljuc, Bosnia-Herzegovina. The LdSH are conducting reconnaissance and patrol duties for the First Battalion Princess Patricia's Canadian Light Infantry (1 PPCLI) Battle Group. Photo: MCpl Paul MacGregor Canadian Forces Combat Camera

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## IPMS OTTAWA

a chapter of IPMS Canada

[www.ipmsottawa.ca](http://www.ipmsottawa.ca)

**President:** Paul Eastwood  
**Treasurer:** Janyce Thompson  
**Public Relations:** Wayne Giles  
**Contest Director:** Michael Roy  
**Post Strike Editor:** Dana J Nield  
**Web Master:** Bruce Grinstead

### Meetings

First Wednesday of each month, 7:30 to 9:30 pm at the Canada Science and Technology Museum, 1867 St. Laurent Blvd., Ottawa.

*Visitors and guests are always welcome!*

### Membership

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

### Journal

**Post Strike** is the official journal of IPMS Ottawa. The views and opinions expressed in this journal are those of its contributors and authors and are not necessarily those of IPMS Ottawa. Articles may be re-distributed provided credit and notice is given to the original author and IPMS Ottawa. Contributions from members are expected (HA!) and those from non-members are most welcome however don't expect anything more from the Editor than a IPMS Tim Horton's Double-Double, if that. That said, the said Editor reserves the right to print, not print, edit, (Hence my title), rework, reword and generally make contributors a member of the "What they printed wasn't what I wrote" club. Please contact the editor for submission guidelines, or collect your material, wrapping it with the newspaper from last night's fish n' Chip dinner along with 3 proofs of purchase to:

Djn@dana-nield.com

## IPMS CANADA

[www.ipmscanada.com](http://www.ipmscanada.com)

IPMS Ottawa members are encouraged to join IPMS Canada, our national association and parent body.

Membership is \$24.00 per year and include 6 issues of their superb publication, RT. The most recent issue includes:

A 1/48 Me 109B in Spanish Civil War Service

Canadian CMP C15TA Armoured Truck

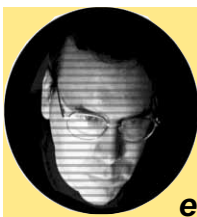
A 1/72 Eduard Albatros D.V

Stuart I (M3) Turret and Sponson Armament

Inquiries or submissions can be made via:

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

or [mig@ipmscanada.com](mailto:mig@ipmscanada.com)



## Quick Edits

**Rants and Raves  
from your  
editor...**

**Dana Nield**

The call for articles last month was answered proudly by IPMS Ottawa Members.

Club President Paul "El Duce" Eastwood supplied photos and a description of the Perley Show, a blurb on the next auction, and a joint article with Jean Gratton about Genre swapping. What a kinky bunch. I'll stick to my tanks, *thankyouverymuch!*

Seth Green submitted a great book review and bibliography of first person military histories, and our Webmaster Bruce Grinstead gives us information on submitting photos for our Member Galleries on the club website. Roch Graveline tells us about approaches to safer modeling, while Paul Bornn enlightens us with information on Canadian Army Call Signs and the RAF Vulcan Black Buck raids.

Toronto Area modeller Bill Bunting, who I know from my days at Borgfeldt, shares his experience building the 1/32 scale Tamiya Light and Sound Action Zero. Former club member Tony Leger reports in from North Carolina and finally, I've added another selection of photographs to the "Canada at War" section.

Keep up the good work! I was really impressed to see the mail box filling up with submissions this month. Aside from Bill Bunting, our challenge to Toronto seemed to go unanswered. Perhaps I needed to commit some form of blasphemy and say that the Leafs Suck (Damn, that lightning was close!) but I wouldn't do that.

'Til next month!  
Cheers!

Dana

## Coming Events

Wednesday, March 5<sup>th</sup>, 2003

**IPMS Ottawa Meeting**—1960's (*I was born then, that shurely counts for shumtin! Ed.*)

Sunday, March 9<sup>th</sup>, 2003

**IPMS Ottawa Auction**

Wednesday, April 2<sup>nd</sup>, 2003

**IPMS Ottawa Meeting**—TBA

Sunday, April 6<sup>th</sup>, 2003

**BuffCon 20** - Cheektowaga (Buffalo), NY hosted by IPMS/Niagara Frontier

Contact Bob Collignon

(cjltd@adelphia.net)

716-837-2204

Saturday, April 5 -6, 2003

**Maritime Modellers' Meet - MMM2003**

Halifax Fleet Club, Halifax, NS

Brent McCombs

(902) 490-5442

numfar@hfx.eastlink.ca

Saturday April 12<sup>th</sup>, 2003

**CANAMCON IV**, Plattsburgh, NY. Hosted by IPMS/Champlain Valley.

Contact Frank Baehre

(frankandsandyb@westelcom.com)

518-561-4265

Sunday, April 27<sup>th</sup>, 2003

**IPMS Kingston Show**, Days Inn, Kingston (Just off the 401 and Division St.)

Contest Theme is "Build the box art"

Contact Peter MacDonald 613-548-8427 or

Joe daSilva - joetabasco@cogeco.ca

Friday, May 2-3, 2003

**NOREASTCON 2003**, Region 1 Con. Hosted by IPMS/Niagara Frontier

<http://noreastcon2003.com/>

Contact Bob Collignon (cjltd@adelphia.net)

716-837-2204

Wednesday, May 7<sup>th</sup>, 2003

**IPMS Ottawa Meeting**—TBA

Wednesday, June 4<sup>th</sup>, 2003

**IPMS Ottawa Meeting**—TBA

July 2-5, 2003

**IPMS USA National Convention**

Oklahoma City, OK.

[http://ipmsmetrookc.org/Nats\\_2003/index.html](http://ipmsmetrookc.org/Nats_2003/index.html)

September, 2003

**CAPCON!**

October, 2003

**Dorval!**



## The Perley Show

### A Post-Show Report

By Paul Eastwood

The annual open house at the Perley and Rideau Veterans' Health Centre took place on Feb.15. The cold snap affected the day as the usual train display was a no-show due to a frozen van. The usual crew (*all other club members take notice!*) was on hand to display our models to an appreciative group of Veterans and their families.

This event has a strong impact on all the volunteers, as we have a chance to meet many of our veterans. While some are not able to communicate due to illness, we are always regaled with tales of the equipment or experiences by others. It is rewarding to see someone point out a model to a grandchild or even a great-grandchild and say "that is the aircraft I flew in the war".

The camaraderie among the participants was exceptionally strong, making this a very rewarding day for all involved.



Bill Scobie watches with much amusement as Seth Wilson cracks under the pressure of attending every IPMS Ottawa event.—Ed.



More aircraft than you can shake a stick at. I felt like building a model aircraft once, but I laid down and the feeling passed. But alas, I digress.—Ed.

## The Club Auction

By Paul Eastwood

The club auction is set for Sunday, March 9 at the Museum of Science and Technology in our regular meeting room. The doors open at 9:00, with the auction beginning at 10:00 sharp. There will be a break for lunch. Auction forms will be available at the March meeting and at the auction itself for all the procrastinators. A form is available for download at our website ([ipmsottawa.com](http://ipmsottawa.com)). Keep in mind that the item description must appear on both the seller and buyer portions. Any items arriving for sale after 10:00 will not be placed on the table until the lunch break.

To speed up the proceedings, we would ask to put a reasonable opening bid on your items. A low opening price often leads to a high closing price, as well as an entertaining bidding frenzy. A 50/50 draw will take place. Bill Chappell from Hobby Centre is once again donating a model with all proceeds going to the club. In past years, his donation has usually been a high-priced new release. Any club member can donate items as well.

The auction is always entertaining, and with any luck we can get Terry Jones to do his Formula 1 car impression again.

## Photo Submission Guidelines for the IPMS Ottawa Gallery

<http://www.ipmsottawa.ca/gallery.htm>

By Bruce Grinstead

Below is the criteria of submitting images for your personal gallery page at IPMS Ottawa:

### Format:

Two images per member will be accepted for any single month. Images must be in electronic format (no printed photos). Images must be in the JPEG (.JPG) file format, and may be no larger than 600 pixels wide at 300dpi (dots per inch). Blurred, poorly lit, or low quality images will not be accepted.

### Criteria:

Eventually, we will be receiving far more images than we have room for on the gallery; therefore, when we meet our space 'threshold', the galleries of each member will be limited to 10 images which may be rotated upon request. Keep in mind that images to be rotated will need to be resubmitted by the gallery member, as I will not be maintaining an archive of each member's off-line images.

Submissions will be accepted from current

IPMS Ottawa Members in Good Standing only. Submission deadline is the last day of the month – updates to the site usually occur just prior to the monthly meeting; however, this depends on the amount of submissions (i.e. if I only have one update to do, it may not occur until the following month).

### Info:

Submit your images via E-mail as an attachment. Please include the following information with your image:

- Your name as you wish it displayed (or to ensure proper placement...i.e. I won't know who P40e@sympatico.ca is supposed to be).
- Kit information: Kit Manufacturer, Scale, description of any special detail work. Out of box? Scratch built?

### Send To:

Bruce Grinstead at  
[bgrinstead@instantel.com](mailto:bgrinstead@instantel.com)

# Hobby Safety

By Roch Graveline

In our hobby, we use a lot of different types of paint and plastics, creating dust and fumes, none of which are very good for us. I sometimes think that the materials we use would make an industrial Safety Officer shake in his boots. One of the things we can do to make the hobby a little safer is by using a proper dust mask, or respirator, when doing certain tasks, in particular when sanding resins or airbrushing. Why? Ever wonder why you get “irritated” or fly off the handle after airbrushing that Spitfire, sending it flying against the wall? Or why you get itchy skin after that long airbrush job? That’s an indication that you’ve been inhaling too many organic vapours, and that you’re essentially getting poisoned. That or you’re like Randy and you throw your models against the wall as a sport. Or, how about when blow your nose and find half a tin of Humbrol Panzer Grey in the Kleenex, which can’t be too good, especially if you were painting a Camaro. The basics always apply. Work in a well-ventilated area. Some of you have designed your own fumes extractor, which is the best solution. But, most of the time we should be wearing a respirator. Not just when operating the airbrush, but when we are decanting and thinning the paints. Vapours are just as harmful, if not more harmful, as the paint over spray. When cleaning the airbrush, some people use the Aztec Cleaning Station and Filters, which is a great product. But, that only prevents a lot of paint particles from getting into the air; it doesn’t protect you from organic vapours. A respirator should still be worn while doing this task. Others clean their brush by spraying into a cloth, but the same applies. Still others use a 20% ammonia/80% water solution. I don’t know about you, but I don’t feel like breathing in ammonia vapours, since that’s the stuff they used in the trenches in WWI! I’d still wear a respirator for those jobs. Where does that leave the rest of the family or your cat Spot? Well, let’s go back to the well ventilated point, and they aren’t right on top of the vapours and over spray – but there’s no doubt that we can smell the paint throughout the house whenever I airbrush. There’s no easy solution to this other than an extractor. It may be a good idea if we could get a diagram from anyone who’s built himself one of these. I

know that the hobby magazines advertise some pre-made extractors, but they’re extremely expensive.



Item #1: The Cartridge Respirator

When sanding resin parts it’s recommended by the manufacturers to use a dust mask, and if the particles are smaller than the consistency of fine flour, a respirator is better still. I use a good disposable dust mask.



Item #2 The Dust Mask

## How does it work?

OK, so what’s the difference between a respirator and a dust mask? Good question. In many cases people think that they’re one and the same. Below I’ve attached two photos: Item #1 is a Cartridge Respirator; Item #2 is a Dust mask. It’s very important to understand that neither of these masks supplies air. This may sound like a stupid statement, but many people don’t understand this principle. A fireman’s Scott Air Pack (SCBA) has a bottle of compressed air which he breathes from – he’s in his own self-contained environment, which is why they call it a Self Contained Breathing Apparatus. Even if there’s smoke or not enough oxygen in the room, they’re getting enough H<sub>2</sub>O. A dust mask, or respirator, only protects us from dust and dirt particles and certain organic vapours. If there isn’t enough air in the room, you’ll still turn a funny pink colour and collapse. As indicated in its name, a dust mask is used in a dusty environment, like when you are sanding model parts, sanding drywall, or spraying “Rose Dust”

on the bushes in the garden. The respirator can be used for protection against dust, but it will also protect you from harmful organic vapours, such as mineral spirits (paint thinners). This happens because the cartridges attached to the mask have carbon pellets to which the organic material attaches themselves to – as a non expert, this is about as best as I can describe this.

## Care and Maintenance:

A dust mask is normally disposable, once it gets dirty you throw it out and get a new one.

A good respirator comes with disposable cartridges, and it can be disassembled for cleaning, which should be done periodically. Why? Well, while breathing through the mask, you build-up condensation, with the residue eventually going moldy - yummy. As for the cartridges you know they’re finished when you can smell the paint thinner, or odors, through the mask. One way to stretch the life of the cartridges on a respirator is to put the respirator in a sealed bag after use. Also, to work properly, a respirator must fit properly on your face, giving a snug fit. You know that it’s the correct size when the mask collapses when you try to breathe in, while blocking the cartridges. If you have a friend helping you with the fit test, please refrain from having them block the cartridges for several minutes. One or two inhalations should tell you if the fit is snug. Better still, a good safety supply shop can do a fit test with you.

## Where to get this stuff:

In Ottawa, the best shop for all types of Safety Equipment is Acklands Grainger at 1220 Old Innes Road. The staff there is very knowledgeable and they have stock of the most popular brands of respirators and dust masks. More importantly, they can do a fit test to make sure you have the correct face piece for the respirator.

A good dust mask is the 3M 8210, which comes in boxes of 20 and sells for \$20.

A good respirator is the 3M 6000 series which sells for around \$15.00, the #6001 organic vapour cartridges are around \$12.00 a set, and the dust cartridges #2091 are \$7.37 a set.

When at the store check with the clerks, if your employer has an account at Acklands you will be able to purchase the products at their contract price. Good Deal.

# Construction Review

## Airfix 1/72 Vulcan B Mk2 & the Black Buck Raids

By Paul Bornn

The *Black Buck Raids* were the British attacks from Ascension Island in the mid Atlantic Ocean on the Falkland Islands. The first raid was the most famous and well known. The Vulcans dropped twenty-one 1000 lbs bombs on the airfield at Port Stanley scoring only a single hit. This did not close the airfield but it did make the Argentines keep their best fighter aircraft closer to home. The second raid was also against the airfield. Black Buck 3 and 4 consisted of anti radar missions armed with Shrike missiles. Two Vulcans set out on the 8000 mile mission with six air refueling stops one Vulcan developed refueling probe malfunction and landed in Brazil where it was interned during the conflict and later returned minus the Shrike missiles- kept by Brazil for "compensation".

The last mission, Black Buck 5 was

against Argentine troops close to Port Stanley. Over all, the actual tactical success of the missions was minimal however what the missions did do was let the Argentines know that the British did have the ability to strike from a distance with impunity.

I was profoundly disappointed with the Airfix kit when I first opened the box, as I was greeted by raised details and large gaps, yet I was impressed with the sheer size of the kit as it is a rather large aircraft. Be for warned the instructions are TERRIBLE they are a copy of a copy and the decal instructions are not clear, so get good references and there will be less confusion.

After spending much needed time looking up references I began the process of scribing the details. Some 6 hours later I began assembly and oh how the gaps appeared!! I used the better part of an entire tube of putty, and of course, the largest and worst of the gaps are located in the difficult to reach areas. Especially the air intakes!!

From the onset I had decided on going with a Vulcan from the Falklands conflict of 1982 and fortunately the kit offers a

wide choice of versions to make, including the Blue Strike missile. I used Shrike missiles from the Hasagawa Weapons Kit IV and scratch built the weapons pylons. The jet exhausts are tube styrene and brass to correct the shape and contour of the exhausts. Details were added to the wheel doors and brass wire was used for the wipers as they are a noticeable feature of the Vulcan.

I used ModelMaster acrylics and blue tack to form the camouflage pattern. The roundels were painted using Easy Mask wheel hub. I discovered to my horror that the masks will pull off paint if you do not apply Future in between colours!! Thus the roundels did NOT turn out that well. After decaling and spraying a coat of Future I applied a thinned, light coat of matt to slightly tone down the aircraft, however looking at pictures I noticed Vulcans tend to be more shiny than not.

I did enjoy building the kit as well as gaining the knowledge of this unique and interesting conflict. I would only recommend the kit to those who enjoy a challenge and do not mind a little scratch building or a lot of sanding.

## Canadian Army Call Signs

By Paul Bornn (Mcpl ret.)

Ever wonder what all those letters and numbers mean on the sides of Canadian Army vehicles? They can be so confusing. Well I hope this can shed some light on the subject. After 12 years in the army I still remember a few.

In the CF, call signs are designated to specific units and sub units so no matter where one goes 8C are always the weapons technicians. This makes it a little easier to remember.

Call sign 0 is usually regiment command or the Big Cheese. Each battalion has a single number, bat 1 is call sign 1 and etc. In each battalion each company is a number thus company 1 is call sign 1. Each company has several platoons and the each have a letter so 1<sup>st</sup> platoon maybe call sign A. Sections in a platoon may have call signs A1, B1 etc. So if you put that all together call sign 11A is 1st battalion

1<sup>st</sup> company A platoon. Call sign 1 is the company commander.

Armoured regiments follow similar series however A B C are individual tanks in a troop of vehicles. Tank troops usually have four tanks while Recce troops have 7. Tank companies are known as squadrons. Recce squadron is the 4<sup>th</sup> squadron in a tank battalion so all call signs begin with 4. 4 is the commander of the squadron and each of the three troops are 41 42 and 43.

While maintenance troop is 48, remember the Maintainers are sign 8. The maintainers are the vehicle techs, weapons tech fire control tech and the communication techs (the only air force guys in the army). 44 is the assault troop or Pioneer troop. Each troop has a number of vehicles A to F etc. For example as a weapons tech in an Armoured Recce squadron I was 48C- 4 is recce, 8 is maintainer and C are the weapons techs. A and B were the Husky armoured recovery vehicle and the M113 vehicle tech. D was spare parts, E and F would be the comms fellows. In the recce troops 41 (1<sup>st</sup> troop) was the officer and

CO A B C etc would be the other 6 vehicles in the troop.

So to simplify....

0 = Commander battalion

1 = commander company (single numbers are CO's)

11 = 1<sup>st</sup> coy/sqn

12 = 2<sup>nd</sup> coy/sqn

13 = 3<sup>rd</sup> coy/sqn

11A = 1<sup>st</sup> platoon 1<sup>st</sup> coy/sqn 1<sup>st</sup> vehicle

88 = maintainers in a service battalion

Because call signs are unit designated and do not change the vehicles have the numbers painted on. So the next time you see a picture of a Cougar AFV in Bosnia you'll know what that 41A painted on means.





# Book Reviews

## First Person History

By Seth Wilson

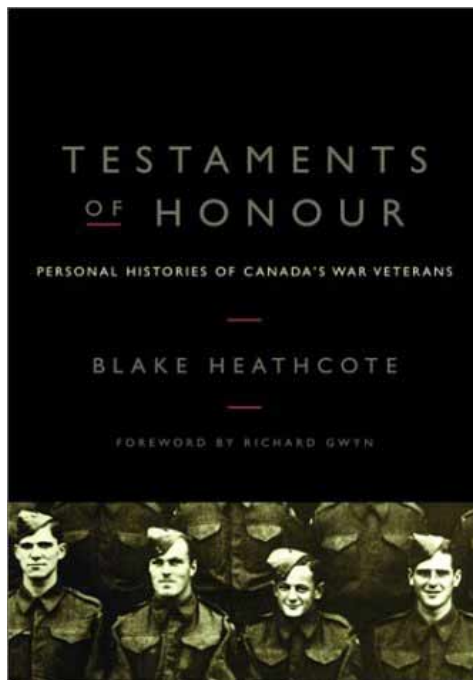
In light of the recent trend in the IPMS Ottawa meetings of inviting veterans to come and talk of their experiences, I thought I might revisit one of my old past-times of reading personal histories of veterans from the Second World War. The book Testaments of Honour immediately caught my eye while navigating the aisles at the local Chapters/Starbucks, as it advertised a variety of different accounts. Published in 2002 under the *Doubleday Canada* label, it is a culmination of Blake Heathcote's quest to help preserve some oral histories of Canada's veterans.

Testaments of Honour is a good primer for those who are interested in reading about personal histories. Heathcote successfully included many different personalities from all branches of the Canadian military in the Second World War. As to be expected, there are many stories from members of the air force, infantry and navy. However, the author also interviewed some more "exotic" or "rare" veterans such as Joe Gelleny from the SOE (Special Operations Executive); Hilda Ashwell who served with the RCAFWD with 6 Bomber Group; Tom Gilday who served with the First Special Service Force, as well as Staff Officer to General Crerar and General Simmonds; and Alex Colville, the Canadian war artist in North West Europe.

This book includes stories from all theatres of operations, including Burma and Hong Kong. There are very personal accounts of Prisoners of War, in the East and the West; including those who were involved in the "Great Escape" and the death marches across Europe near the end of the war.

Heathcote himself says that the book is a "product of memory, flaws and all" as he admits that "we edit what we cannot, do not or wish not to remember." This should not discount the power and the scope of these oral histories. These stories are part of the whole picture as seen through the kaleidoscope of memories that include a half-century of getting on with life.

This book, combined with the speakers we



have had the great fortune to meet and listen to, has had a great effect on me. I am struck with a great sense of gratitude and an un-payable debt owed to these individuals and to those who did not make it back.

Here is a bibliography of a few oral histories I have collected over the past few years. I am primarily interested in the infantryman's perspective during the Second World War, and the titles mostly reflect that. This list is by no means exhaustive and I would invite others to add to this list and expand it with other branches of service.

### World War One

Bird, Will R. (MM). Ghosts have Warm Hands. CEF Books, 1997.  
*Account from the Black Watch Of Canada from 1916 to 1919.*

McClintock, Alexander (DCM). Best O' Luck. CEF Books, 2000.  
*A member of the 87<sup>th</sup> Battalion Canadian Infantry, Canadian Grenadier Guards. McClintock was a native of Kentucky and joined the Canadian military from 1915-1916.*

Roy, Reginald H. ed. The Journal of Private Fraser. CEF Books, 1998.  
*Fraser was a member of the 31<sup>st</sup> (Alberta) Battalion with the Canadian Expeditionary Force from 1914-1918.*

### World War Two

Carter, Doris V. Never Leave Your Head Uncovered: A Canadian Nursing Sister in World War Two. Potlatch Publications Ltd., 1999.  
*Lieutenant Carter was a member of the Royal*

*Canadian Army Medical Corps from 1940-1945. She served in Algeria, Sicily, Italy and Belgium.*

Cederberg, Fred. The Long Road Home. Stoddart, 1984.  
*Cederberg's experience with the Cape Breton Highlanders in Italy.*

Cottingham, Peter Layton. Once Upon a War-time: A Canadian Who Survived the Devil's Brigade. Leech Printing, 1996.

Galloway, Stome. Bravely Into Battle. Stoddart, 1988.  
*This was first published as The General who Never Was in 1981. Galloway was a Lieutenant Colonel with the Royal Canadian Regiment in Sicily and Italy.*

Gardam, John (OMM,CD, BA) ed. Fifty Years After. General Store Publishing House Inc., 1990.  
*A Collection of anecdotes, from all branches of service during WWII.*

Gatner, Raymond. Roll Me Over: An Infantryman's World War Two. Ballantine Books, 1997.  
*An oral history from an American infantryman from the fall of 1944 to the end of the war.*

Hartigan, Dan. A Rising of Courage. Drop Zone Publishers, 2000.  
*A recounting of the 1<sup>st</sup> Canadian Paratroop Battalion in the liberation of Normandy.*

Poolton, Jack. A. Destined to Survive: A Dieppe Veteran's Story. Dundurn Press, 1998.  
*An oral history of a man in the Royal Regiment of Canada during the fateful Dieppe Raid.*

Scislowski, Stanley. Not All of Us Were Brave. Dundurn Press, 1997.  
*Recounts Scislowski's experiences with the Perth Regiment in Italy.*

Springer, Joseph A. The Black Devil Brigade. Pacifica Military history, 2001.  
*Oral histories of many members of the First Special Service Force.*

Stevens, Allan W (LCDR-RCNVR). Glory of Youth. Published by Author, 1993.  
*Stevens saw action in the South Pacific, Alaska, and the St. Lawrence.*

Waters, Stuart. One Man's War. Potlatch Publications Ltd., 1981.  
*Waters was a member of the Royal Artillery during the African Campaign.*

### The Vietnam War

Brown, Les. There It Is: A Canadian in the Vietnam War. McClelland & Stewart Inc., 2000.  
*Brown was drafted in 1969 and served with the First Infantry Division and the 101<sup>st</sup> Airborne.*

# Workbench Review

## Tamiya 60311— 1/32 Zero with Sound and Light Action

By Bill Bunting

Last year, I was fortunate enough to be given a commission to build this very rare and exclusive kit.

### The Kit

The overall presentation is very impressive with the box being about 50% larger than the normal kit. All parts are of typical Tamiya quality.

This kit is based on the regular 1/32 Zero kit with additional parts for adding the action sound track, motor function and lighting. They include an integrated circuit board with on/off and volume switches. This board controls the sound, motor and lighting sequences. A base, which holds the completed model, batteries and speaker, is included. Exclusive parts for the Zero include; 3 lighting diodes with fibre optic cable for; the fuselage (tail light) and one for each wing (wing tip navigation light and upper wing formation lights). Also included is the electric motor, circuit board, speaker, foil tape a pre-painted canopy plus new main and tail wheels.



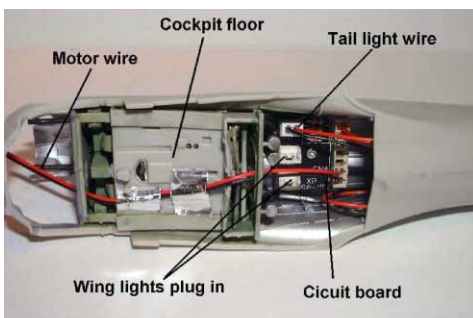
### Construction

I will focus on the differences of this kit from the regular kit as the regular kit has been covered elsewhere. Construction begins with the fuselage, this painted aluminum (Testors metalizer) and interior green (Tamiya XF71 – [new colour]). The first of the specialized parts is added – a light diode with fibre 3 optic lines – 1 for the tail navigation light and two for cockpit flood lights. The light diodes are covered with self adhesive aluminum foil, which is provided in the kit. The foil seals the light so that excess light does not show around the diode. The foil is very sticky and once its on it can't be moved.

Next up the circuit board is screwed into place using a mounting bracket. The cockpit con-



struction is normal except for vinyl tubes that are installed onto the throttle quadrant and under the right side electrical panel. These tubes will later hold fibre optic cables for cockpit lighting. The fibre optics need to have their ends sanded in order to “release” light. They are then threaded into the vinyl tubes with the ends just slightly protruding and are held in place with foil tape. The cockpit is then installed into the fuselage. I used the provided pilot and he fit into the cockpit very well with left hand on the throttle and the right on the stick. The wiring for the propeller motor is threaded under the cockpit floor and secured again using foil.



Moving on to the wings, the inner surfaces are painted silver (metalizer) except for the inner flaps and gear bays (metallic blue/green). Next, lighting diodes and fibre optic cables are added. Each diode has two fibre optic cables – one for the tip navigation light and another shorter one for the navigation light on the upper wing surface. Both of the cables need to be sanded at the tips and the longer fibre needs to be sanded where it passes under the upper wing light. The diodes and cables are all held in place by foil tape. Landing gear, guns, flaps and the rest of the wing construction is per the regular kit. New wheels are used, rather than rubber, they are plastic with embedded nuts. The nuts will capture screws from the base to hold the model firmly in place.

The electric motor simply fits into the back of the kits “engine” without a fuss. The motor is plugged into the harness and the engine is installed to the fuselage. This is a little tricky, as there is quite a bit of wiring and the connector to stuff into a very small space.



A pre-painted canopy is provided in the kit and it is beautifully done. The colour is a very close (but not exact) match for Tamiya XF70 “IJN Green 2” with a semi-gloss sheen. It was close enough to use so I put it to the side and installed it after airbrushing the kit. I could have used the regular canopy as a mask, but it would be a shame to ruin it and one day I might need a spare!

The base went together very easily and consists of the plastic base (upper and lower), a plastic mesh top (self-adhesive), a battery compartment, speaker and a circuit board with on/off and volume controls. (Photo 7). All of the wiring went together without tools, it is all pre-soldered or fixed with connectors. The model is attached to the base using screws in each of the main wheels plus the tail wheel. A cover is installed to cover the electronics and then the bottom of the base is added. This is a very tricky operation as you are tightening screws to the bottom of the plane while holding the plane to the base, after that you need to screw the electronics/speaker cover from the bottom and finally the base bottom is screwed on. This is a very nerve racking procedure with your very



newly finished and valuable Zero hanging on by 3 tiny (and hopefully tight) screws!

The photo-etched placard was added to the base and the model was complete.

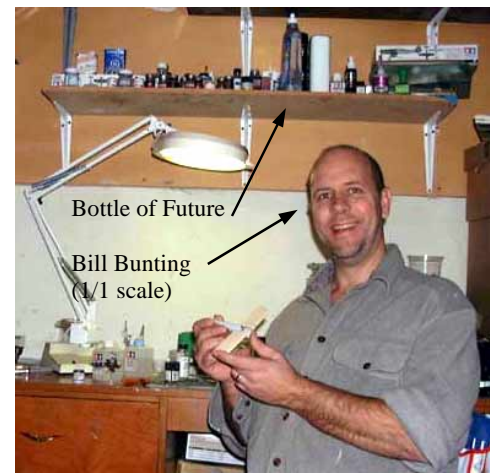
### *The Fun Begins*

The show is worth the wait! -4 "C" batteries are added and push the start/stop button. Suddenly, there is the sound of the engine's starter motor turning the engine over, a couple of "coughs" and then the sound of a running engine. Next the interior and exterior lights come on (photo 9) and then, after a couple of bursts, the engine revs up to full throttle rpm (Photo 10 & 11). What's really special is that the propeller turns in time with the sound, slowly turning over for the start, speeding and slowing for the bursts and then spinning very fast for full rpm. Press the start/stop button again and the engine slows down to an idle, a little burst to "clear the plugs", the engine stops and the lights go out. 9 times out of 10 the prop stops at exactly the same time as the last engine sound. It is incredible how realistic it

seems. Tamiya recorded the engine sounds from a real Zero and the motor is programmed with very precise timing. There are a couple of variations on the sound sequences that can be selected. I can't show you a video of the model but Tamiya has a demo (it takes a long time to download) on their site: [http://www.tamiya.com/english/roducts/60311zero\\_sound/zero\\_sound.htm](http://www.tamiya.com/english/roducts/60311zero_sound/zero_sound.htm).

This particular special edition model carries quite a premium price over the "base" kit. IMHO - if you can afford it, get it! The model looks very nice on the base and the sound & light show adds great entertainment value. There will likely be some value as a collectable (more likely if not built - but that would be a shame). If your on a smaller budget and want to own one of the best kits ever produced - get the "basic" kit. The cockpit is a kit on its own and the rest is just a pleasure to build.

Thanks to Borgfeldt Canada for letting me build this amazing model (and letting me visit it once in a while).



Bottle of Future  
Bill Bunting  
(1/1 scale)

Bill Bunting is a Toronto Area modeller, who like many of us, likes that hard acrylic shine that only Future can give his floors. Thanks to Bill for sharing his article with IPMS Ottawa. His personal website has several photos of his models at : <http://members.rogers.com/modelguy/>

## Where are they now...

### **Missing Members Report In From Tony Leger**

I live in Raleigh NC and am member of IPMS USA and local chapter IPMS Eagle Squadron. I keep my IPMS Canada membership to get those RT and love to check out Poststrike for my old haunt's news. Being in Raleigh we're not far from many interesting Military places to see and have taken much advantage of that.

Our club size here is modest compared to Ottawa, but the fellowship is great (much like that of Ottawa's club) and I'm proud of the club's group projects done for veterans who have come out to speak to us. We've had a DFC winner who flew Hellcats off the Hornet credited with sinking a destroyer at Leyte Gulf, an F5 Recon pilot from the Pacific whose friend took damage pictures after dropping of the A-bombs on Japan, a two tour B17 Ball turret gunner, a P-51 pilot to name a few...all were very appreciated and we enjoyed making each a diorama scene of their aircraft in scheme/markings.

Where we are is also close (within 2-4hrs typically) of other clubs model shows... so myself and few others get out to enter and check things out. Some really nice pieces of work... inspiring. The vendors vary and have a variety of items at good deals. The raffles are always fun....When I get to come to Ottawa I try to hook up with the gang as I haven't forgot what a good bunch you all are....regards Tony

## Filler!



I hope it's a rental.



Terrence and Philip's Monkey Claw Airlines



# Trading Spaces

## An unnatural act

By Jean Gratton Paul Eastwood

Have you ever noticed that some modellers seem to be able to jump from one segment of the hobby to the other, like aircraft to armour, and still excel at it? Well it may just be that building various types of subjects enabled them to be so skilled in the first place. Techniques

learned in armour modelling will complement aircraft models and vice-versa.

It was in this light that Paul Eastwood and I decided to expand our horizons. Now we are not proclaiming to be master modellers but both of us have built enough models to be fairly accomplished in our respective field, Paul's being armour while A/C is my game. We had discussed this before but it was at a contest this summer that we decided to go ahead with the idea of switching

roles in an effort to learn a little bit more about each other's favourite hobby. The challenge was issued.

With the resurgence of small scale armour, 1/72 was chosen as the scale of choice. Since we were basically beginners in each others domain, out of the box rules where decided upon in order to keep things as simple as could be. Finally a deadline of 3 months was set. Follow along as we guide you through our respective adventures.

## Revell's 1/72

### Pz Kpfw Panzer IV

By Jean Gratton

The subject I chose was Revell's Pz Kpfw Panzer IV. I had heard many good things about this new series. I must admit that this is not the first Armour model that I've built.

"Forgive me Father for I have sinned" I was young and didn't know better. See as a kid I used to go to Denny's place to spend my weekly allowance, and on a couple of occasions I did stray to the "Armour" side. I vaguely remember some German Half-Track and an 88mm gun but my brain has since gone in denial mode.

Anyway, home I got with my model and upon opening the box I suddenly remembered why I stopped modeling Armour. See some people hate painting, some hate decaling, I hate cleaning up parts and, there in my face, is a plethora of road and idler wheels. Then, to top it all off, a full sprue of track links. I mean these things used to be made of rubber, but no, some masochist just had to look at these and say "now how can we possibly make for more parts for Jean to cleanup. God, I hate cleaning up.

So I stuck that tree back in the box and had a look at the kit. Now I understand what all the hoopla is about, the surface detail is very good but it's the machine guns that take the cake. The detail and finesse of the moldings is so fine that I started to wonder, "How am I going to remove these from the sprue. However, that got my spirits up and out came the snips and the files and work began. Now I know that this may sound funny, but of all the models that I have built over the years I can't remember having so much fun simply working with the plastic. You see, it's just right, it sands and glues beautifully, and it's not as soft as Dragon's and nowhere as hard as Hasegawa's. As I said assembly began and before I know it I had a good part of the kit together and it actually looked like a tank!

I was really going until the point I pulled out that next sprue out of the box. Eight wheels on each side made of two pieces each. Next time remind me to choose something with less of those. I hate cleaning up but I got it done (Actually sanded through my thumb in the process), then came the idler rollers (Thumb severely injured at this point). I got it done only to remember that they were going to be hidden by the skirts anyways. What did you expect from a prop jock.

Speaking of side skirts, I did not know that I had to learn German to model Armour. In speaking with the local treadheads I discovered a whole new dialect here various parts are called out in their German equivalent resulting in utter confusion for the non initiated.

But anyway I digress, at this point of the build I got an attack of AMS. That's that part of your brain that decides to kick in and slow down a project that was just to well. I decided to thin down my "Seiten Schurzen" brackets. That's side skirts if your German is a little challenged. It took a little while but while the results were worth it it came back to haunt me later because they did snap on me on two occasions.

Now at this point if cleaned up road wheels, assembled a kit and learned German I've got it made right. What's next? Tracks.

## Academy's 1/72

### JU-87G-1 Stuka

#### "Tank Buster"

By Paul Eastwood

When Jean and I decided to 'trade places', we placed several conditions on our folly. The chosen scale of 1/72 was set to lower the cost and eliminate the need for aftermarket items. Recent years have seen a huge growth in the number of excellent small scale armour and aircraft kits. My choice

was the recent Academy release of the JU-87G-1 Stuka "Tank Buster" (can't resist the armour reference).

The quality of this kit is impressive with fine detail throughout. Two options for markings are included, and I settled on the version flown by Hans-Erich Rudel. Armour modelers rarely research the commanders of the various AFVs we build. Construction began with the cockpit interior, which was fully painted (RLM 66) and weathered. While this work was in progress I jumped ahead to complete the nose section and the wings. The fuselage halves were joined, and I added the various sub-assemblies. The horizontal stabilizers and landing gear sub-assemblies were left off pending clean-up of all seams.

I deviated from our out-of-the-box stipulation slightly by adding photo-etched seat harnesses, and had to use the decal for the instrument panel after misplacing the painted kit part. Oops. Construction was completed at this point and ready for paint. The canopy was masked using drafting tape. I decided to use the one-piece canopy rather than the sectional parts after losing the superior instrument panel. Canopy masking, hmmm. Not the most fun I have ever had. (As yet an easy mask is not made for the 72nd Stuka.) The canopy was tacked on with cyano, and the seam filled with white glue.

The colour scheme is a splinter pattern of RLM 70 and 71 over RLM 65. The kit was pre-shaded with burnt umber, followed by the RLM 65. After masking, the RLM 71 was applied, and the kit masked for application of the splinter camo. I did remember to paint the canopy framing with RLM 66 before adding the surface colours (not bad for an armour guy). While the paint dried, I painted details such as the spinner, prop and exhausts, and left them aside for later attachment. All paints used were Model Master enamels. I have used and like XtraColour, but the drying time prohibited their use on this project. If I hadn't waited until the last minute I would have used them, as Model Master paint necessitated coating the model with future for application of decals and washes.

Kit decals were used. This was the part I had been dreading. I have not had a lot of experience with decals, and they have a habit of silvering on me. Compared to armour, aircraft have a lot of markings. I guess the aircraft crews had a lot of spare time relaxing behind the front lines. A flat coat (again using Model Master), and the kit was almost finished. Just a few details to paint and some weathering with pastels (done after the article was submitted so I hope it turned out okay).

All in all this was a very enjoyable project. The detail and ease of con-

Well, this was much easier than I thought since the items where of the link and length variety. Using strips of masking tape individual links where wrapped around the idle wheels and drive sprockets after being tacked with small amounts of Tenax. Track lengths where matched but not glued, the whole thing was left to dry overnight.

For painting I decided to carry over a technique I've used in the past to recreate a rusty finish. I started by spraying Testors Burn sienna enamel, after an hour Black pastel powder is rubbed into the still soft paint adding a slight metallic effect. A black oil wash and a final dry brush of graphite followed this.

I've worked on 1/72 scale aircraft before but painting that camo pattern was tough. The one weird thing for me that all the bits were glued on before painting, as a matter of fact I did manage to forget some that I had to get back to later. For those interested in the paints used they where Tamiya's XF-60 Dark Yellow, XF-61 Dark Green and XF-64 Red Brown. Then came the chipping, now I know there is a debate in the Armour modeling community about this technique. Well you can blame Tamiya Magazine's Marcus Nichols for this. See, on Sunday I sat down at the bench with my little tank, magazine open and started chipping away. Before you knew it the thing looked like it had been trampled over by a horde of demonic Cossacks. O well, It's my first one in a long time so give me a break. I like it anyways.

Then finally came the big day, tracks where assembled, Shurtzen on and, the piece that puts the man in manly, that great big gun was glued on. Gest what it does look like a Panzer, and I didn't even glue my fingers together (Although I did sand through one). Did I have fun, well let me put it this way. Since then I've bought Revell's Panzer III (Good thing) and Italieri's T-34 (Not so good thing).

But I still hate road wheels. (*Who doesn't!* - Ed.)

struction of the kit is fantastic and I would recommend it highly. I encountered many differences between constructing this model versus an armour kit. Cleanup is much faster due to the lower number of parts. (Track links alone outnumber most complete aircraft kits.) Attention to seams is crucial as they are so obvious if done poorly. I enjoyed masking the splinter scheme, but hated masking the canopy. The decals didn't prove to be a problem, but it still wasn't my favorite activity. I have come to realize that lining up both the dyhedral and decals is an acquired skill. I kept looking at the model thinking "it looks okay, it isn't right, it looks okay, it isn't right.....".

I will definitely be working on additional aircraft in the future, but before I start I will make sure that an easy mask is available. Until then I can throw aircraft terminology into my speech as though I understand it, and use phrases like pitot tubes, horizontal stabilizer, and Wankal rotary engine without embarrassment. I wonder what the next challenge will be...how about a figure versus a tank. What about it Bruce?

## In Conclusion

By Paul Eastwood

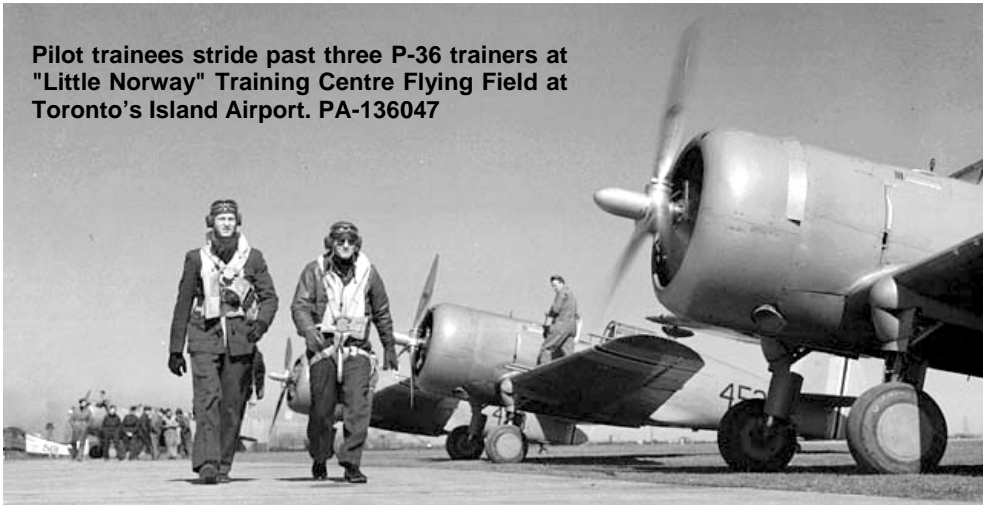
To wrap up this article, I would have to say that it was an entirely enjoyable endeavour. The differences between building armour and aircraft are quite significant, sometimes requiring techniques that are foreign to each other. However, these differences are easy to overcome by utilising basic modeling skills and keeping an open mind. Jean's skill as a modeler is impressive, and was matched by his enthusiasm for this project. We conversed on many occasions during the past few months, and I look forward to seeing his armour kits at CapCon. I would urge all members to issue a similar challenge to someone. It is extremely rewarding, and makes you view model building through a new perspective, both for the new turn in your output, but also in seeing somebody else tackle your forte for the first time.

To wrap up this article, I would have to say that it was an entirely enjoyable endeavour. The dif-

## Canada At War

More from the National Archives  
By Dana Nield

Pilot trainees stride past three P-36 trainers at "Little Norway" Training Centre Flying Field at Toronto's Island Airport. PA-136047



The Canadian military has had a long and valuable tradition of employing artists to paint, draw, and photographs Canada's military exploits. Among the most prominent of the war artists was Captain Lawren Harris, pictured here in front of a destroyed German tank near Ortona, Italy, in March 1944. PA-169090



Canadian soldier Pte. Jack Bailey, Stratford, Ontario, of The Perth Regiment., in hiding, aims towards the town of Orsogna, Italy. 29 Jan. 1944 PA-130610