

RT

Random Thoughts



By Modellers, For Modellers

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**BONUS!
FOUR EXTRA
PAGES!**

Craig Baldwin's 1:48 CT-133 Silver Star



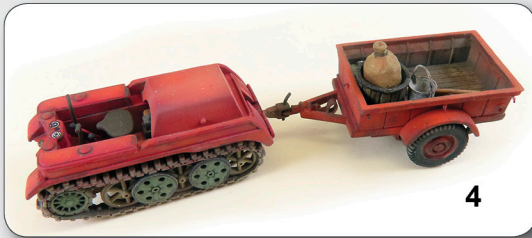
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- 1:72 Babiolle Tracteur Vignoble
- 1:72 F-36 Kingsnake
- 1:72 USMC A-4E Aggressor
- 1:72 EF-101B 'Electric' Voodoo



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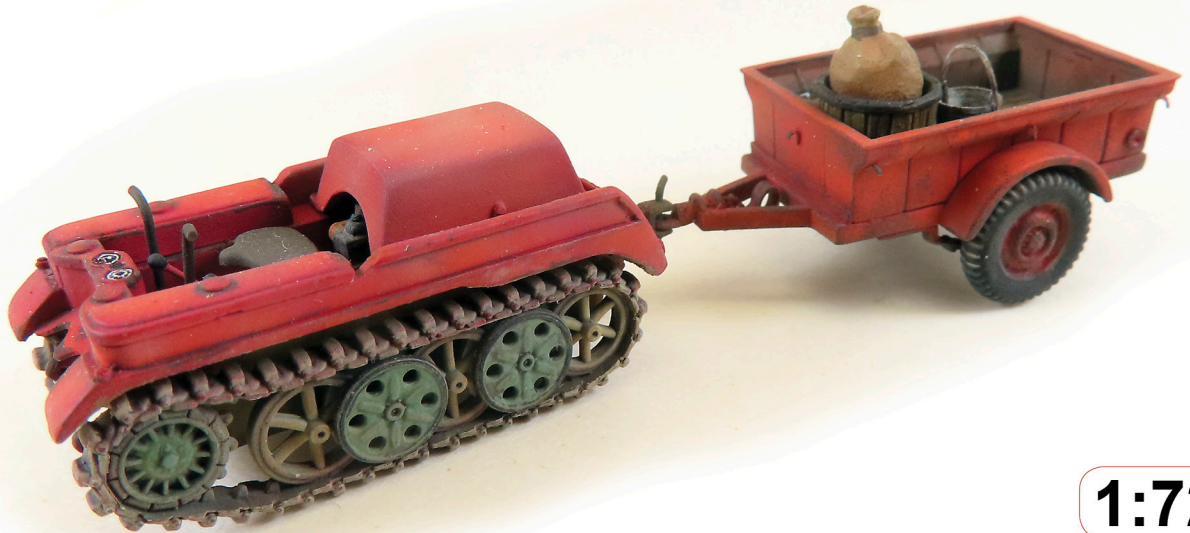
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Future RTicles...

Here are some articles that are coming down the **RT** pipeline. If you have something that might fit in with related topic to make it a theme, please contact the Editor. Heck, if you've got something on any modelling topic, get in touch!

1:35 Leopard C2, CF-5 Aggressor Camo, 1:35 T-28 tank, 1:43 Can-Am cars, 1:35 Cdn Army Ferret, 1:48 Spitfire I L1090, 1:144 Discovery XD-1, 1:32 post-war Lancaster, 1:144 CFL B-737, 1:35 T-28 tank,

Conversion of a Kettenkrad: Babiolo Tracteur Vignoble



1:72

Al Magnus
C#4579
Regina, Saskatchewan



"Babiolo adapted the Kettenkrad to make the Tracteur Vignoble (Vineyard Tractor), built using surplus Kettenkrad wheels, suspension, tracks, axles, fuel tanks and body tub; parts that were at one time sent to NSU and Stoewer during the war for their build programs."

A Little Background

If you're a military vehicle modeller with even the slightest interest in WWII subjects, then you're more than likely familiar with the German Kettenkrad, a unique vehicle, resembling a hybrid between a motorcycle and a half-track.

Kettenkrads were used mainly for light general duties, but it was also modified for quite a few special purpose conversions, such as cable layer, plow, light wrecker and remote controlled demolition vehicle. It was equally well-liked by German troops and Allied troops when captured.

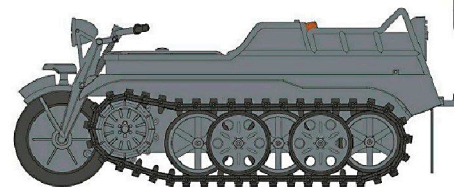


A 1943 Kettenkrad on display at the Lyon Air Museum, Santa Ana, CA. (lyonairmuseum.org)



1/72 Sd.Kfz.2 半履带摩托车
Sd.kfz.2 Kettenkrad

1+1
Quick build
快速拼装再改装



PS720080
S-Model 2013

The Kit

For many years the only widely available kits for us 1:72 scale enthusiasts were the old and inaccurate Hasegawa and Academy offerings. Then along came S-Model, who have finally produced a more faithful representation of this unique vehicle.

Regardless of what scale you favour, pretty much every Kettenkrad build you see represents a wartime subject. Not wanting to go down that well-trodden path I searched to find a Kettenkrad of a different stripe, hopefully something in civilian use.

F-36 KINGSNAKE



A 1:72 'Paper design'

Ken Woodruff, C#5601
Burlington ON



F-36 Kingsnake

Back in early 2021, USAF Chief of Staff General Charles Brown indicated he wanted an affordable, lightweight fighter to replace Cold War-vintage F-16s and complement a small fleet of sophisticated stealth fighters. The aviation site Hush-Kit (hushkit.net) published a well thought out and intriguing response they dubbed the “F-36 Kingsnake” (**Fig. 1**). Written by Joe Coles, Stephen Mcparlin, James Smith and Andy Godfrey, the article outlined a cool-looking fighter based on an updated F-16XL with suggestions for procurement rules, the engine, electronics and weapons. The article’s illustration showed a plane featuring a diverterless supersonic inlet (DSI) and twin tails mounted outboard on the F-16XL’s “cranked arrow” wing. The article can be viewed at hushkit.net/?s=f+36+King+snake.

I thought the Kingsnake was very cool and futuristic and would be fun to make a model of it to see what it looked like in “3D.”

Sourcing Components

Like the Hush-Kit article, the logical place to start was with a kit of the General Dynamics F-16XL. Monogram brought out a 1:72 kit in the '80s and I was able to source one from Rare-Plane Detectives (rare-planedetective.com) (**Fig. 2**). The hard part was going to be replacing the F-16XL intake with a DSI. I was contemplating scratch building or using

a “parts box” fuselage until I chanced on an illustration of the Chengdu J-10B and it had a very similar if not identical intake. Trumpeter had a kit of the J-10B so I ordered one (**Fig. 3**). The final resource was a Fujimi 1:72 F-16C/D “Jaws” donated by a friend for parts.

Of course, the all dark grey Kingsnake was going to need markings. As the decals in both kits were for a standard camouflage F-16s another internet search produced appropriate options on Caracal Models’ F-16C Dark Vipers Part 2 (caracalmodels.com). I assumed the camouflage



A USMC A-4E Aggressor



'Scooter'

1:72

Frank Cuden
 IPMS Canada C3476
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 IPMS (UK) X55047
 Albert Lea, MN, USA



Introduction

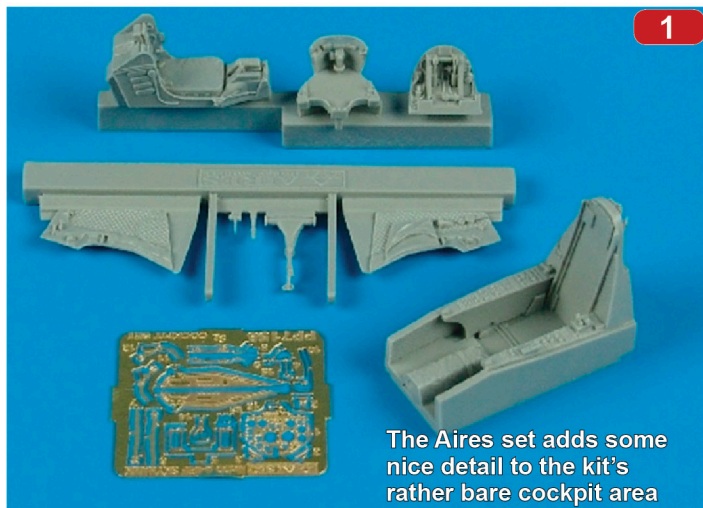
OK, I admit to being somewhat addicted to modelling A-4 Skyhawks and I have a few in my collection. With many colourful schemes available for the aircraft, this time I branched out a bit. I had obtained Gekko Graphics #GG 72-001 decal sheet for A-4E Aggressors, and the sheet contained some interesting and rather obscure schemes. The one I chose was unlike any of the more “conventional” Aggressor schemes I had previously seen; it called for wrap-around camouflage colours consisting of Intermediate Blue, Navy Blue/Gray, Light Gull Gray and Light Sea Gray. Fortunately I had all four Testors Model Master colours in my paint larder. There was but one remaining Fujimi 1:72 scale A-4E kit, #F-24, in my cabinet of unbuilt kits, so out it came and I began work on the Scooter.

Construction begins

An Aires A-4 resin aftermarket cockpit set #7158, was added to replace the rather basic kit cockpit interior and in **Fig. 1**, the components can be seen. The detail on the seat was much-appreciated.

In **Fig. 2** I assembled and glued the intake housing to the right aft fuselage half, used buckshot to add nose weight to the model. I added the cockpit wall side panels and I would

later add the Aires photo-etched lap and shoulder belts to the seat. Aires also provided a part which was attached to the back wall of the cockpit and filled a void in the fuselage cavity behind the seat. It is seen in place in the photo. Using a hammer, I flattened some of the buckshot and added it to the rear cockpit wall behind the seat just to make sure the model wouldn't be a tail-sitter. More is more, I guess.



The Aires set adds some nice detail to the kit's rather bare cockpit area

A CT-133 of VU-33

G.W.H



Modelling aircraft 133102

1:48

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The T-Bird in Canada



Many Canadian aviation admirers will know of the long service history of the Canadair model CL-30, otherwise known as the T-33, Silver Star, CT-133 or, most commonly, as the 'T-Bird', as many fondly referred to it. A stable workhorse with the RCAF, RCN and CAF, it outlasted many other aircraft types that came into service after it, and finally retired in 2005, after more than 50 years of faithful service to Canada.

Although most examples flew in bare metal aluminum finish, a few jets in Europe wore the NATO camouflage scheme of Dark Green and Dark Sea Grey over PRU Blue, then later the dark green overall finish (same as the CF-104), or the later (also same as the CF-104) dark green and dark grey over light grey camouflage paint. After that most of those T-Birds left serving transitioned to the familiar low-visibility grey colours and markings.

Motivation

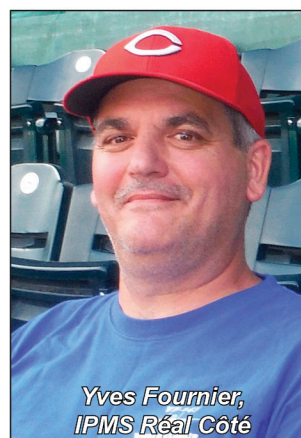
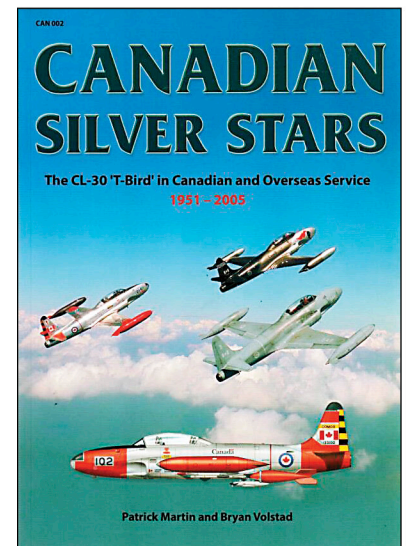


During my career in the Canadian Armed Forces (CAF) I was fortunate enough to have several years of hands-on maintenance experience with the CT-133, which was one of my favourites during my career in the military. Seeing the aircraft up close always gives you lots of small mental notes which are especially helpful (or damning) when modelling the subject.

Most of my modelling projects over the years have been about finding an interesting subject in terms of paint

scheme, sometimes going after a unique perspective. Of course all that type of research is very easy being internet driven. Finding research online on the CT-133 is difficult but fortunately I have taken detail photos of the aircraft over the years and can draw on my personal working experiences.

Patrick Martin and Bryan Volstad's 2019 book, *'Canadian Silver Stars The CL-30 "T-Bird" in Canadian and Overseas Service 1951-2005'*, is filled with reference photos and information. A must for the CT-133 enthusiast and modeller.



Yves Fournier,
IPMS Réal Côté

Dedication

Looking back to RT 38-01 Spring 2016, the late Yves Fournier of St-Jean, Quebec packed that issue with two exceptional builds using the Academy kits. Yves covered these builds very well, along with notes to describe the details that make the Canadair version different from the Lockheed-built T-33. In fact at the end of the article he alluded to the then-forthcoming Great Wall Hobby (GWH) kit.

EF-101B - The Black Voodoo



Klaus Meyer
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Winnipeg, MB



Sqn. Along with '067 they were the last two operational Voodoos in the world when they were retired in 1987. Some of this information is gleaned from an excellent article by IPMS'er Terry Leversedge on his Kestrel Publications website (kestrelpublications.com) that goes into more and better detail about the history of "Electric Jet" (see References).

History of Canada's EF-101B

Voodoo 101067 flew with 414 Squadron (Sqn) at CFB North Bay Ont., from December 1982 until March 1987. It was originally part of a USAF project to create high-speed target aircraft to be used for electronic warfare (EW) training of interceptor crews and radar operators. It was originally intended that 11 F-101Bs would have radar jamming systems installed, but only one aircraft, USAF serial 58-300, was modified before the project was cancelled. After service with the USAF from 1979 to 1982, it was leased to Canada. The aircraft was known locally as the "Electric Jet" or the "Electric Voodoo".

The Kit

I purchased the Revell 1:72 F-101B when it was released in 1992 and added it to a collection of Canadian fighters I have been planning. To say that my build pace is slow is an understatement; glacial might be more accurate. I finally started the Voodoo in 2022.



No. 414 Sqn is well-known as the "Black Knight Squadron", so the all-black scheme for the Electric Voodoo naturally followed from that. A regular dual-control CF-101F, serial 101006 (which stayed in its standard grey scheme), was transferred from 416 Sqn at CFB Chatham, NB, and used as a pilot proficiency trainer by 414

