

T-34A Mentor 24205 - CEPE

Members' Bonus
Decals

by Jim Bates and Steve Sauvé



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

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

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.

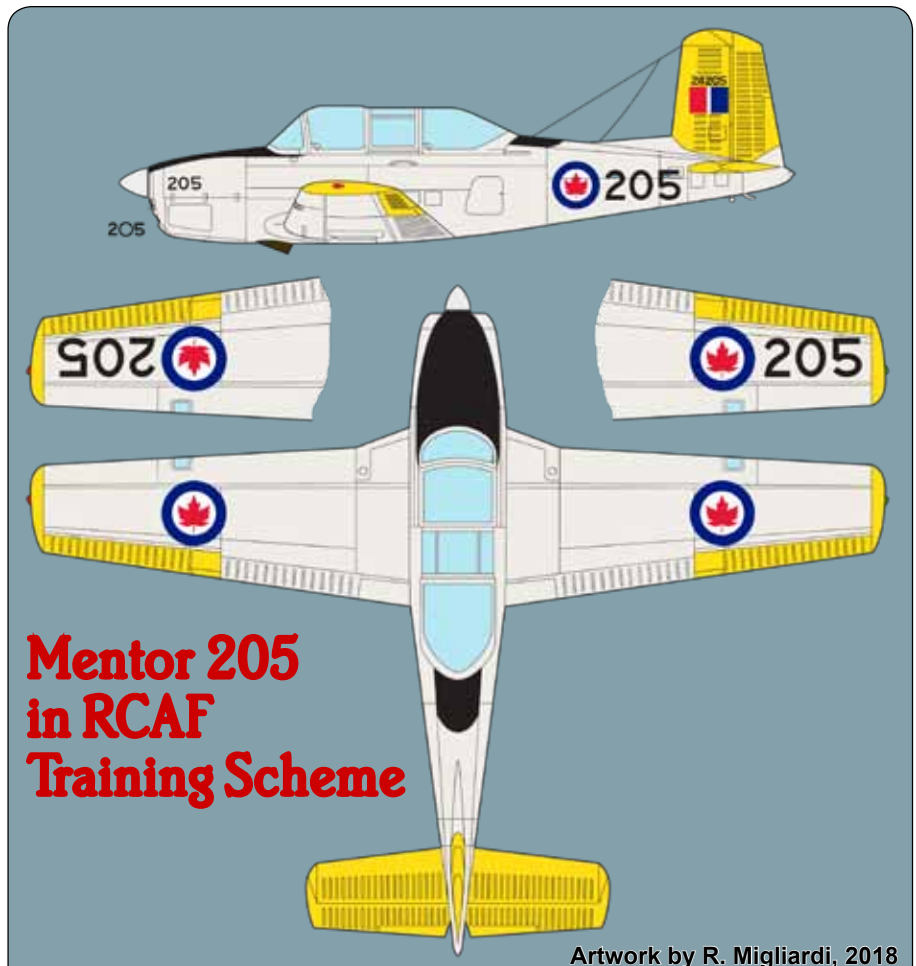


Acknowledgements

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.

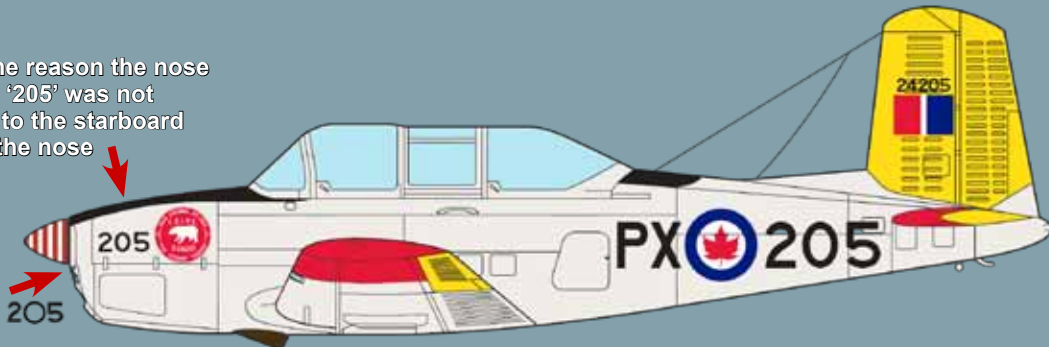
Thanks to IPMS'er Terry Higgins, who is also the journal editor at the **Canadian Aviation Historical Society** (cahs.ca) and the CEO of **Aviaeology** (aviaeology.com)



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

Mentor 24205 CEPE Scheme

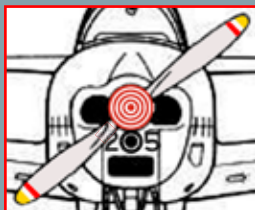
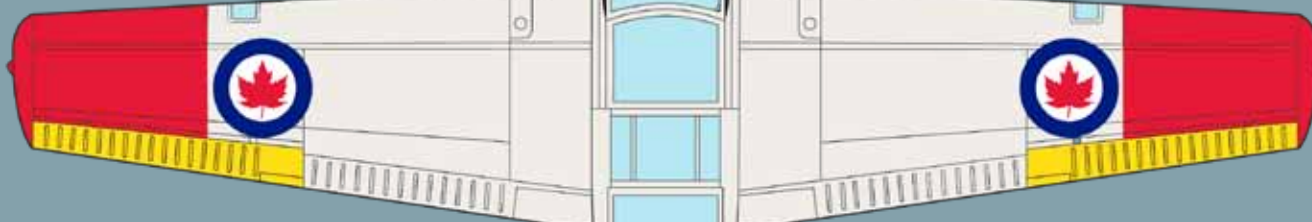
For some reason the nose number '205' was not applied to the starboard side of the nose



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

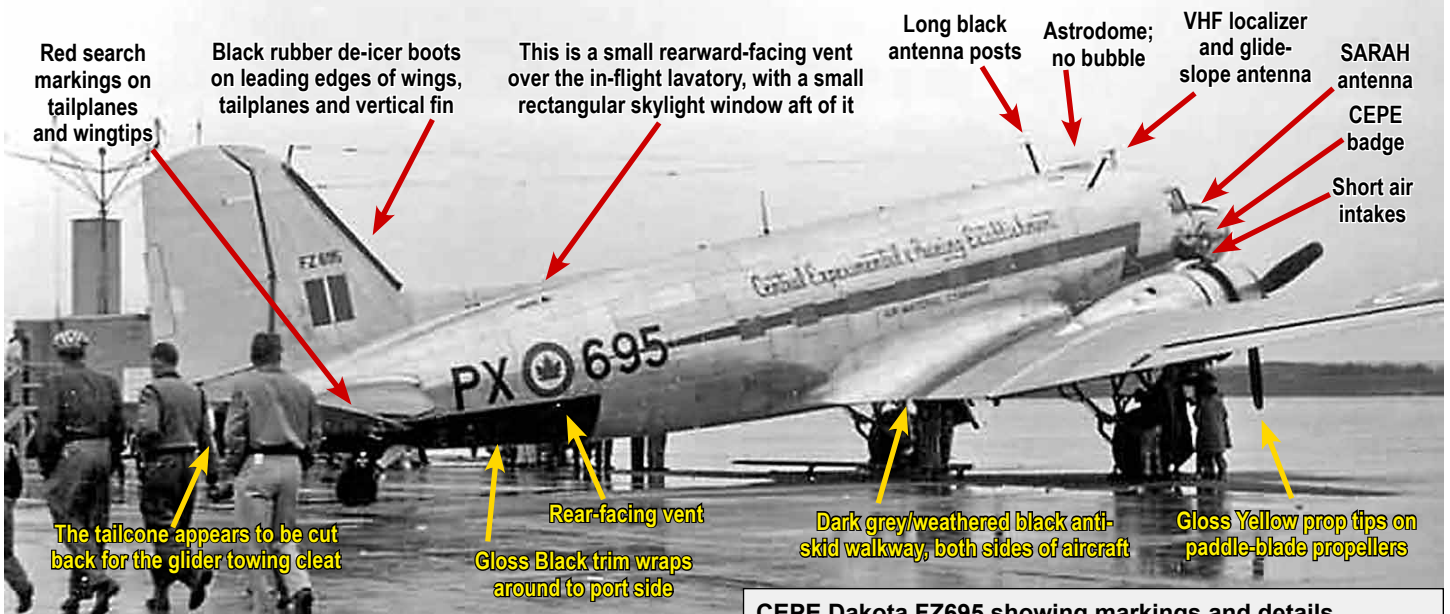
1:72 scale

PX  695 
PX  695 

FZ695



Oops!



Red search markings on tailplanes and wingtips

Black rubber de-icer boots on leading edges of wings, tailplanes and vertical fin

This is a small rearward-facing vent over the in-flight lavatory, with a small rectangular skylight window aft of it

Long black antenna posts

Astrodome; no bubble

VHF localizer and glide-slope antenna

SARAH antenna
CEPE badge

Short air intakes

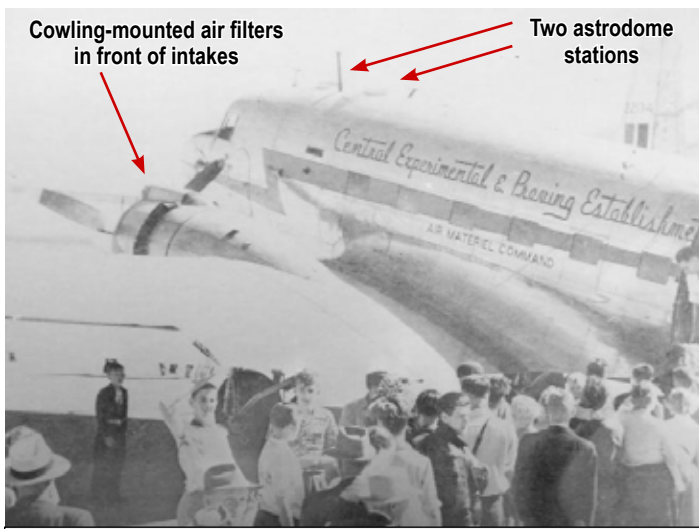
The tailcone appears to be cut back for the glider towing cleat

Rear-facing vent
Gloss Black trim wraps around to port side

Dark grey/weathered black anti-skid walkway, both sides of aircraft

Gloss Yellow prop tips on paddle-blade propellers

CEPE Dakota FZ695 showing markings and details.



Cowling-mounted air filters in front of intakes

Two astrodome stations

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.

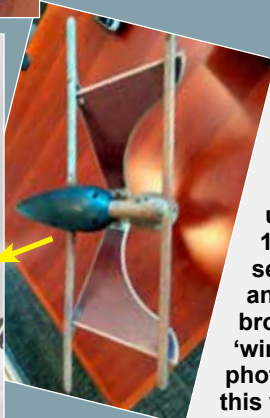


Dakota details

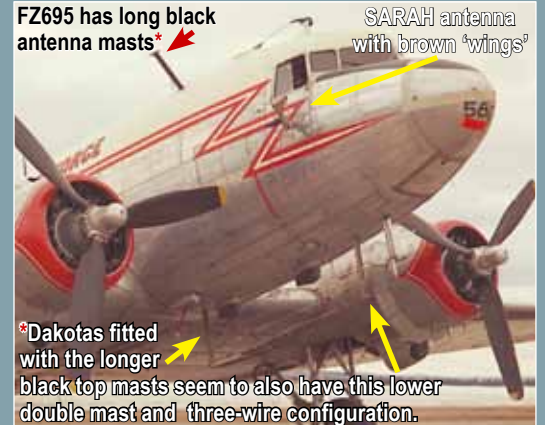
On this page you'll find some hints and tips to help with your RCAF Dakota modelling projects. As described in the main article there are many details to keep your eye for your own build.



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*

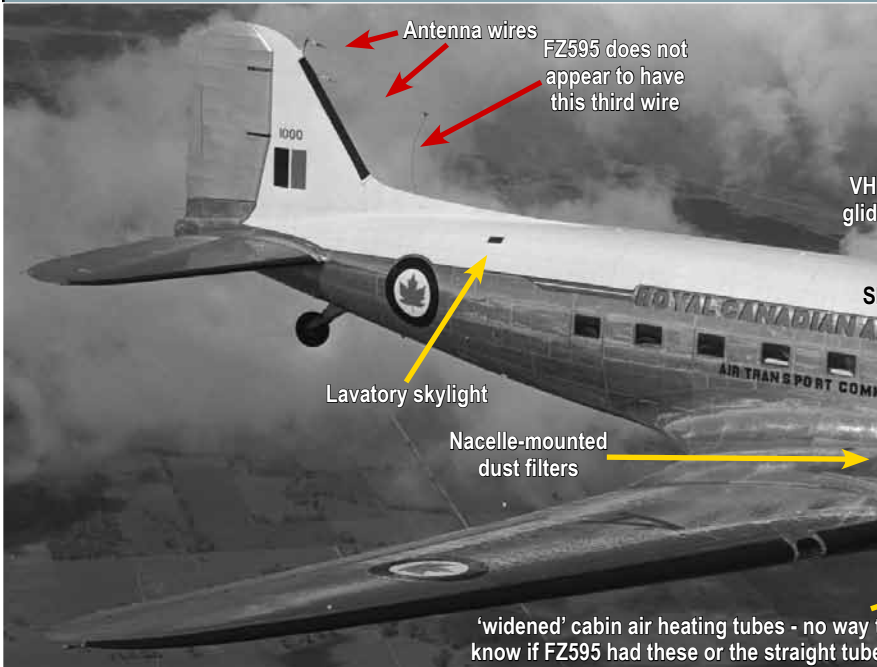
SARAH antenna

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*

Astrodome with bubble

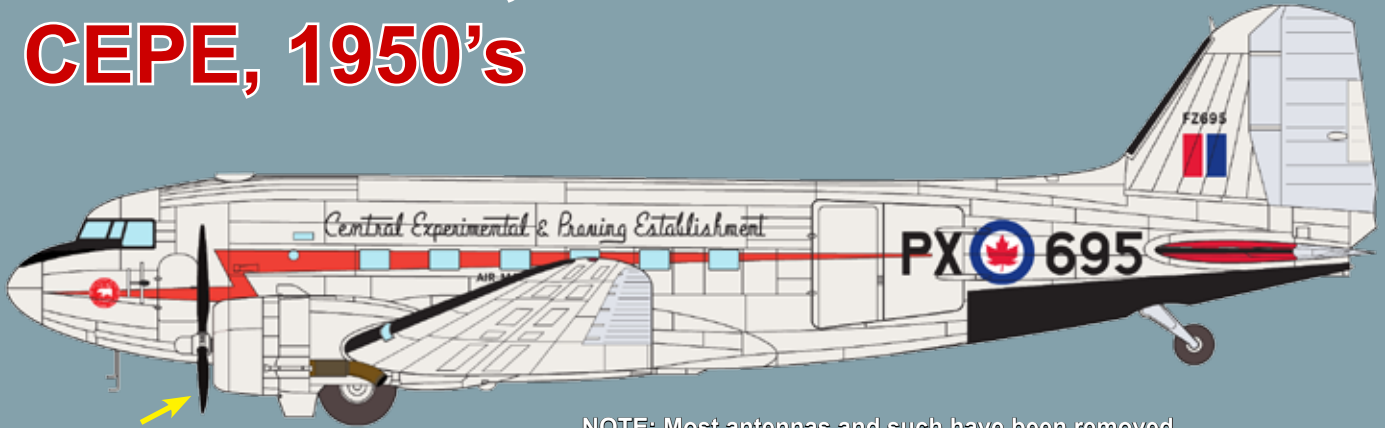
Skylight

Faired-over SARAH location

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

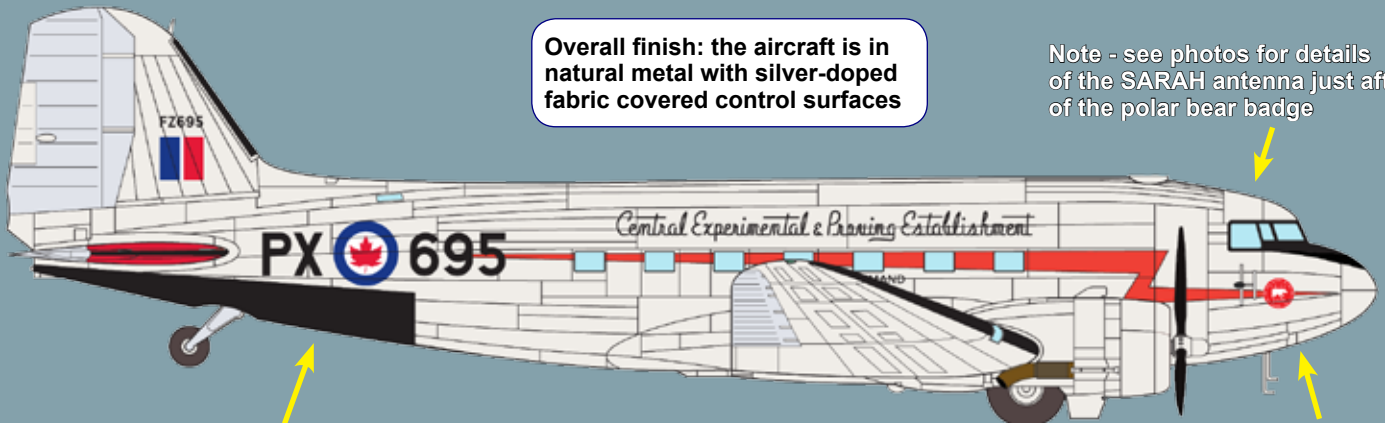
Dakota Mk. 3, FZ695

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

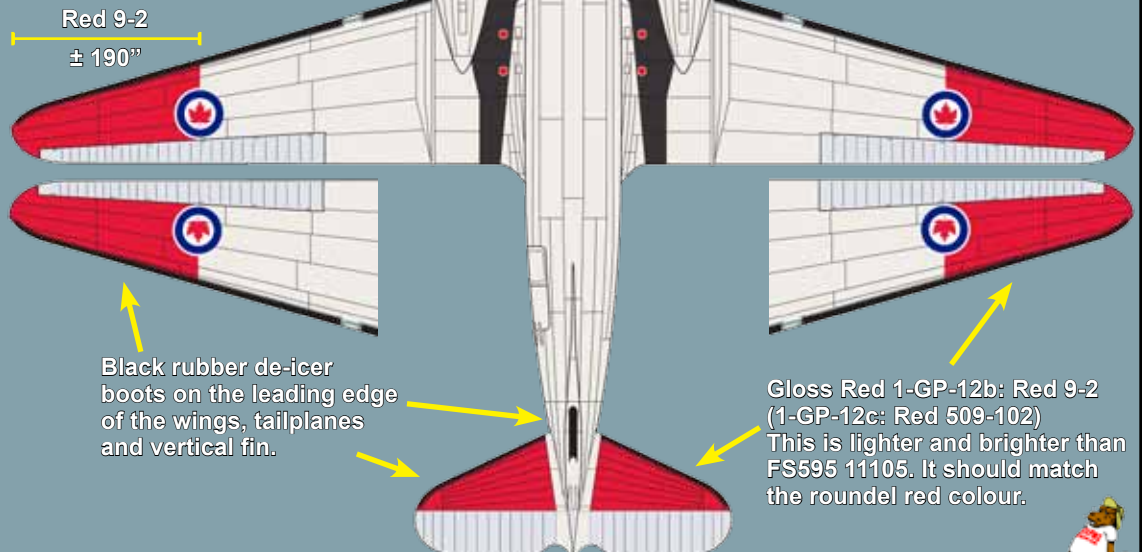
Note - see photos for details of the SARAH antenna just aft of the polar bear badge

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





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.



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

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



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 beaverRTales!

In the next issue of *beaverRTales* 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.

	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.

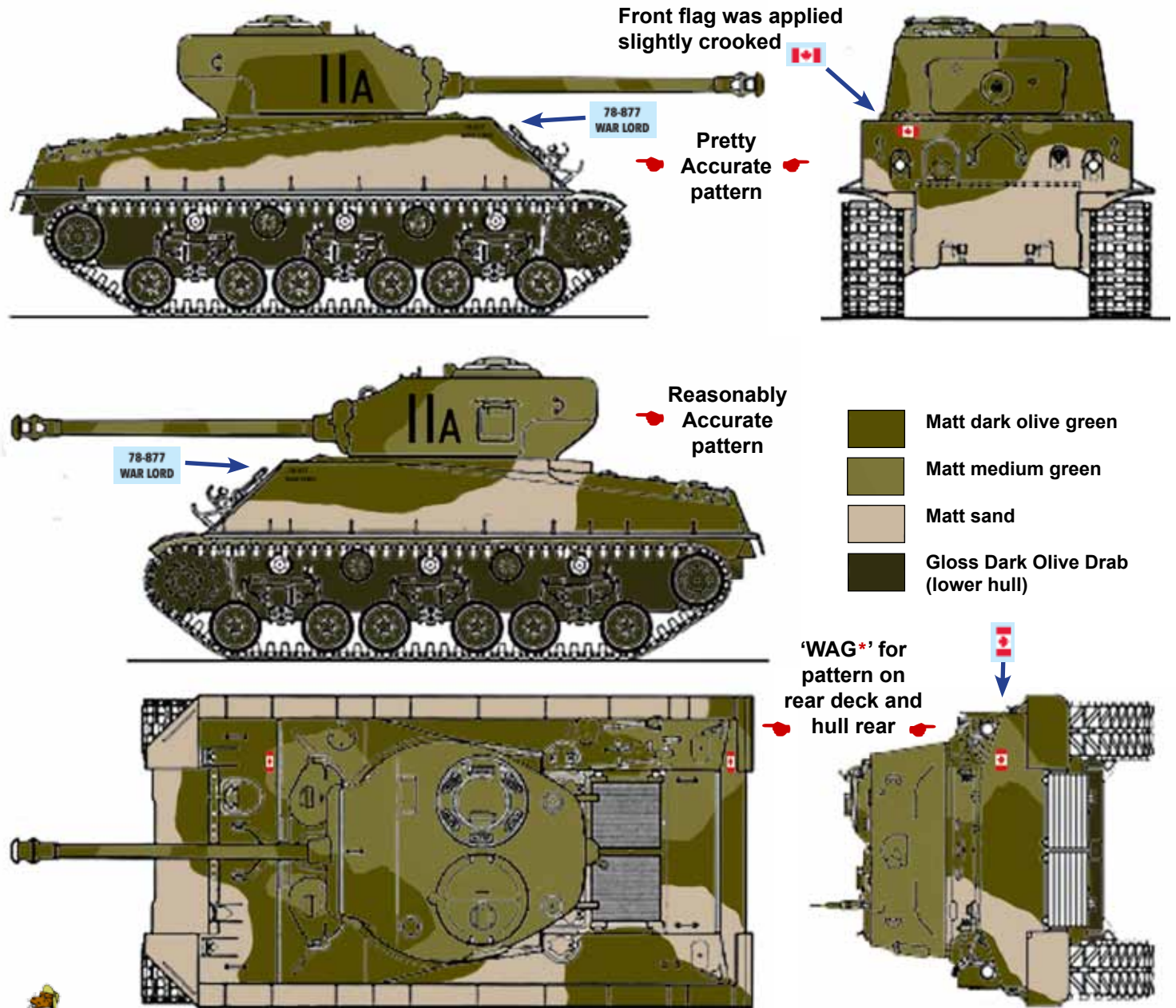
M4A2(76)W HVSS

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

candemuseum.org

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!

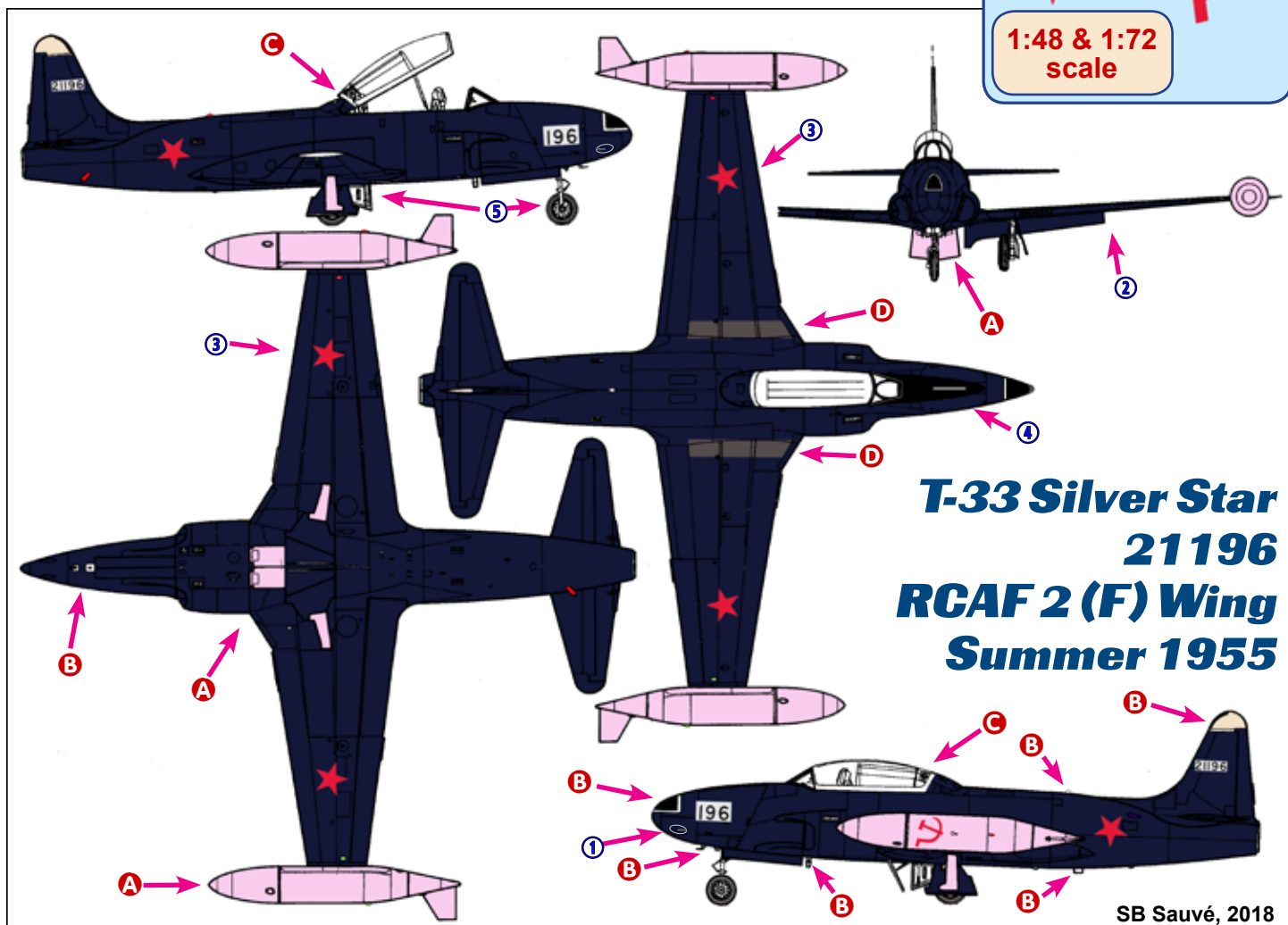
⑤ The wheel hubs, inner faces of the flaps and undercarriage and speed brake doors appear to have been left in their natural metal/aluminum paint finish.

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.



21196 196

1:48 & 1:72 scale



**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

