

IPMS Canada's 50th Anniversary Decal Sheet



To round out the final issue of 2014 and mark the end of our 50th year, all current IPMS Canada members will have received a decal sheet with this issue of **RT**. The following pages will provide you with the colour scheme and marking information you'll need to make the best use of them, along with some background information on the colour schemes.

Just because I needed to fill up this title page space, here is a summary of the nine subjects presented on the sheet:

- ♦ **Curtiss JN-4** (Canadian) 'Canuck', Toronto Victory Loan Parade, 1917
- ♦ **Hurricane Mk.Ib**, 303 Sqn (RAF), F/Lt John Kent, September, 1940
- ♦ **Spitfire Mk.XVI**, 421 Sqn, G/C 'Stan' Turner, spring 1945
- ♦ **Sabre Mk.5**, 441 Sqn, 1 Air Div, 1954
- ♦ **Vampire Mk.3**, 402 Sqn, 1948
- ♦ **Sherman Mk.V** - Governor General's Horse Guards, May 1943

♦ **Sherman Mk.V**, 8th Princess Louise's (NB) Hussars, February 1944

♦ **Centurion Mk.5** - 8th Canadian Hussars (Princess Louise's), September 1960

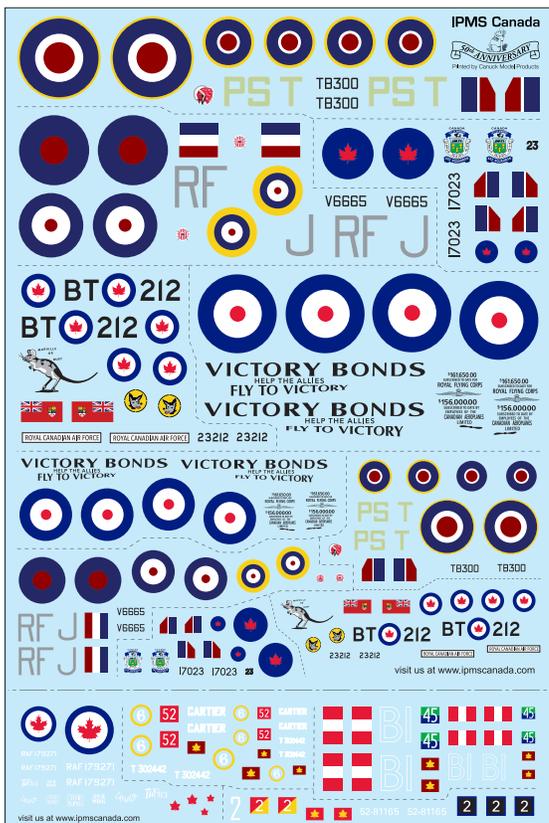
♦ **Jeep**, 39 (Recce) Wing (RCAF), July 1945

We've also included some kit suggestions. As there is really no accurate late-mark Canadair Sabre, we have gathered together and included a bit more technical detail which highlights the major and the more-subtle differences between a North American F-86E and the magnificent Canadair Sabre Mk.5 and Mk.6.

Special thanks go to **Jennings Heilig** and **Barry Beldam** for permission to use their research and artwork, and to **Jim Craik** for his first-hand knowledge of Canadair Sabres.

Bob Migliardi put all the reference material together and created the decal artwork.

Last but not least, the decals were printed by **David Winters** of **Canuck Model Products** (canuckmodels.com).



Judging the 'Best Canadian Subject', 2015...

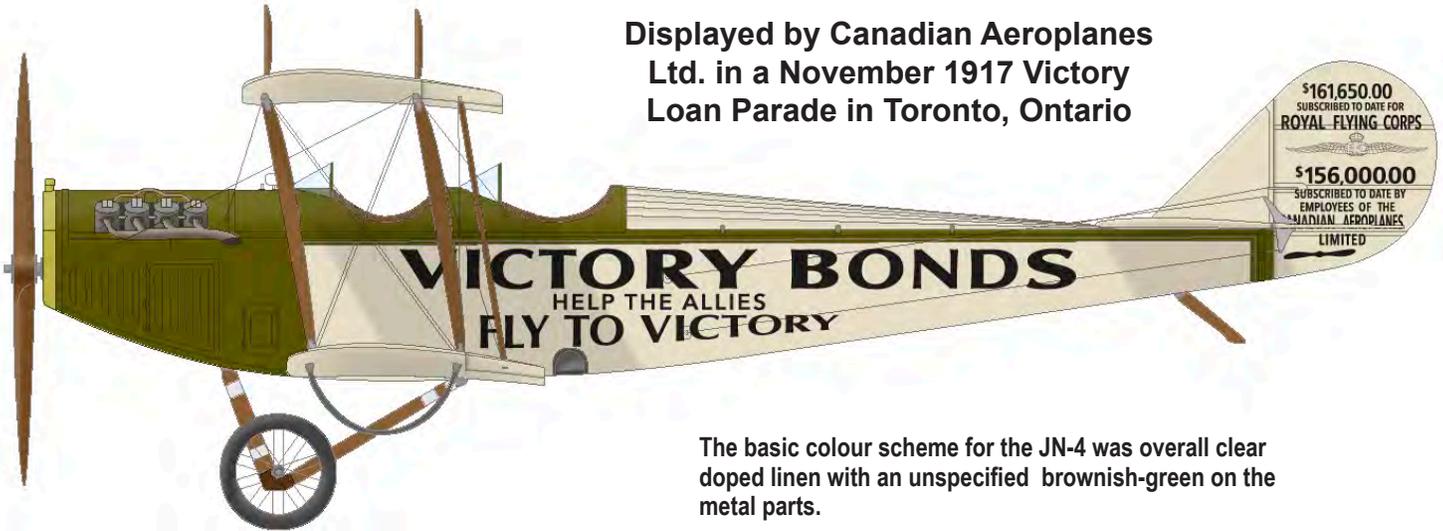


"@#%* free decal sheets!"

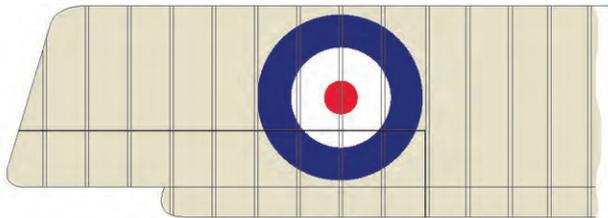
"97 Stan Turner Spitfires, 83 Kentowski Hurricanes, lost count of the Sabres, 27 Shermans..."

Curtiss JN-4 (Canadian) 'Canuck'

Displayed by Canadian Aeroplanes Ltd. in a November 1917 Victory Loan Parade in Toronto, Ontario



The basic colour scheme for the JN-4 was overall clear doped linen with an unspecified brownish-green on the metal parts.



The roundels are positioned in the same location above the top wings and below the lower wings.

For a model conversion article on the JN-4 (Can), see the Feb 2013 issue of beaverTales, or visit this link: ipmscanada.com/ipms/Reference_%20Article/Aircraft/JN-4.pdf

While the subject aircraft definitely had upper wing roundels, the bottom of the lower wing can't be seen. The standard Canadian JN-4 scheme did not carry wing roundels. But, as this aircraft was obviously marked for a patriotic fund-raising affair, they may well have also applied roundels below the wings.



To give your JN-4 diorama some proper ambience, here's a shot of a patriotic poster in Toronto, and another parade 'float'; both are from the same 1917 Victory Bond Parade photo shoot (the background building in both shots appears to be the same one). We toyed with the idea of replacing one of the vehicle subjects on the decal sheet with these, but no kit was available...

- Kits:**
- 1/48 - Lindberg JN-4D Jenny
 - 1/72 - Olimp JN-4A/D (Early)

IPMS Canada
50th ANNIVERSARY



Hurricane Mk.Ib V6665, 303 'Kosciusko' Sqn, RAF flown in September, 1940, by Flight Lieutenant J.A. Kent



John Alexander Kent, Winnipeg MB
Nicknames: 'Johnny', 'Kentski', 'Kentowski'
Awards: AFC, DFC & Bar, Virtuti Militari

John Kent was born in 1914 in Winnipeg, Manitoba, where he obtained his flying licence in 1931. He joined the RAF in 1935, and in October 1937 he moved to the Royal Aircraft Establishment (RAE) at Farnborough. For his research work, Kent was awarded an Air Force Cross (AFC) on 1 February 1939.

303 'Kosciusko' Squadron, August to October, 1940

On 2 August 1940, as a Flight Commander, F/L Kent joined 303 Sqn, a newly formed squadron consisting of Polish pilots based at Northolt throughout the Battle of Britain.

His first combat victories came on 9 September 1940 when Kent shot down a Bf 110 and a Ju 88. On 23 September, he destroyed a Bf 109 and damaged a Fw 58 while intercepting a raid over Dungeness. He shot down a Ju 88 after a raid over London on 27 September. On this day Sgt. Tadeusz Anduszków, Polish Air Force, age 20, was flying V6665 and was shot down and killed. V6665 was written off.

During a dogfight over the south coast of England on 1 October, Kent found himself alone with 40 Bf 109s. In the ensuing engagement, he shot down two of the enemy fighters and scored hits on another. Kent was awarded the DFC on 25 October 1940 and the following day, he was posted to RAF Biggin Hill to take command of 92 Sqn.

Kent's final score was 13 destroyed, 3 probables and 3 damaged.

Hurricane Mk.Ib Kits:
 • 1/48 - Hasegawa or Italeri
 • 1/72 - Hasegawa or Airfix



(See more notes on page 30)



Spitfire Mk.XVI TB300, PS-T, flown by Group Captain P.S. Turner, 127 Wing, Evere, Belgium, April 1945



Percival Stanley 'Stan' Turner, Toronto, ON Awards: DFC & Bar, DSO

Stan Turner joined the RAF in 1938, and was posted to fly Hurricanes with 242 Sqn. Over Dunkirk he scored the first of his 14 aerial victories. During the Battle of Britain in 1940 he was awarded the DFC. After the Battle, Turner was posted to 145 Sqn in June 1941, flying the Spitfire Mk.II. In October 1941 he received a Bar to his DFC.

Turner later commanded 411 Sqn, RCAF. In 1942, he transferred to command RAF 249 Sqn on Malta. In May 1944 Stan was awarded the DSO. In November 1944 he was posted to England as part of 84 Group, 2nd Tactical Air Force. In January 1945 he was promoted to Group Captain and made CO of 127 Wing conducting operations on the Continent with four RCAF Spitfire squadrons (403 Sqn, 416 Sqn, 421 Sqn and 443 Sqn).

Depending on the reference, Turner's final score stood at 14 aircraft destroyed, or 10+1/3 destroyed (plus 3 unconfirmed) / 1 probable / 8 damaged.

Spitfire Mk.IXe/XVI Kits:

- 1/48 - Eduard or ICM
- 1/72 - Sword



(See more notes on page 30)



Notes for Hurricane V6665:

- ◇ This aircraft is finished in the RAF **Temperate Land Scheme** of **Dark Earth** and **Dark Green** upper surfaces, and **Sky** lower surfaces.
- ◇ The demarcation between the top colours is probably done to a tightly-sprayed line (i.e., they are not hard masked). Conversely, the demarcation between the lower and the upper colours seems to be masked to a hard edge.
- ◇ The national markings had been standardized as **Type B** on the upper wings, **Type A** on the lower wings, **Type A1** on the fuselage sides, and the fin carries a 24" x 27" **fin flash** (the red bar is placed forward on both sides of the fin)
- ◇ the **'J'** in the **RF-J** code letters is different on each side. See photos - the letter is more 'rounded' on the starboard side
- ◇ the **GM2 reflector gun sight** would be fitted at this time, but the aircraft also retains the **ring-and-bead sight post** on the forward fuselage. (this is a common for early Hurricanes)
- ◇ it has a **Rotol** prop with a **Spitfire**-style spinner, which makes it slightly and visibly oversize for a Hurricane's nose
- ◇ it carries the **tapered radio antenna mast** behind the cockpit. The long antenna wire is anchored at the vertical fin tip (with a spring tensioner incorporated just forward of the fin). The antenna wire passes through a small pulley attached near the top of the mast, and then turns down

to pass through a 'bakelite' insulator (a reddish-brown coloured oval), and into the fuselage behind the mast

- ◇ the **tailwheel** assembly is the early style (i.e., the straight leg, without the 'knuckle' pivot. Check your references), painted **silver** with a **silver-painted** wheel hub
- ◇ the main wheels have **silver-painted hubs**
- ◇ The **windscreen** - early production type with external armour
- ◇ A **rear-view mirror** appears to be fitted. The style cannot be discerned. Your call
- ◇ The **cockpit armour** was being fitted from May 1940. Your call
- ◇ the main undercarriage appears to be silver-painted
- ◇ the wheel well colour is speculative - it could be **silver paint** or **Sky**. So flip a coin and model in the fast lane!
- ◇ the **exhaust pipes** would have been the standard round 'ejector' type
- ◇ the fuselage-to-tailplanes mounted **Identification, friend or foe (IFF)** wires were not fitted when Kent flew V6665 during the Battle of Britain. This type of IFF started being fitted in September 1940.
- ◇ **V6665 was lost on patrol on 27 September 1940**. It was being flown by 20-year old Polish AF Sgt. T. Anduszków, who was killed.

Notes for Spitfire TB300:

- ◇ This aircraft is finished in the standard RAF **Day Fighter Scheme** of **Ocean Grey** and **Dark Green** upper surfaces, and **Medium Sea Grey** lower surfaces.
- ◇ At this point in the war, the **upper wing roundels** had been field-converted to roughly resemble a **Type C1** (see [further discussion on page 31](#)).
- ◇ It is also quite likely that the **lower wing Type C 32" roundels** had also been converted to 'proper' **Type C1's** through the addition of a 2" **Yellow** outer ring. This was quite a common feature on the RAF's 2nd Tactical Air Force aircraft flying on the Continent.
- ◇ Relatively few Spitfire XVI's were high-backed, but all Mk.XVI's were **'e'-winged**. This configuration carried two, 20 mm Hispano-Suiza cannons in the outboard cannon bays and two, 0.50" Browning MGs in the inboard cannon bays.
- ◇ The **spinner** is painted **Night** (a very slightly bluish black) and the **Sky** tailband has been overpainted with camouflage colours.
- ◇ The **propeller** has Jablo compressed wood blades, which are sheathed in a

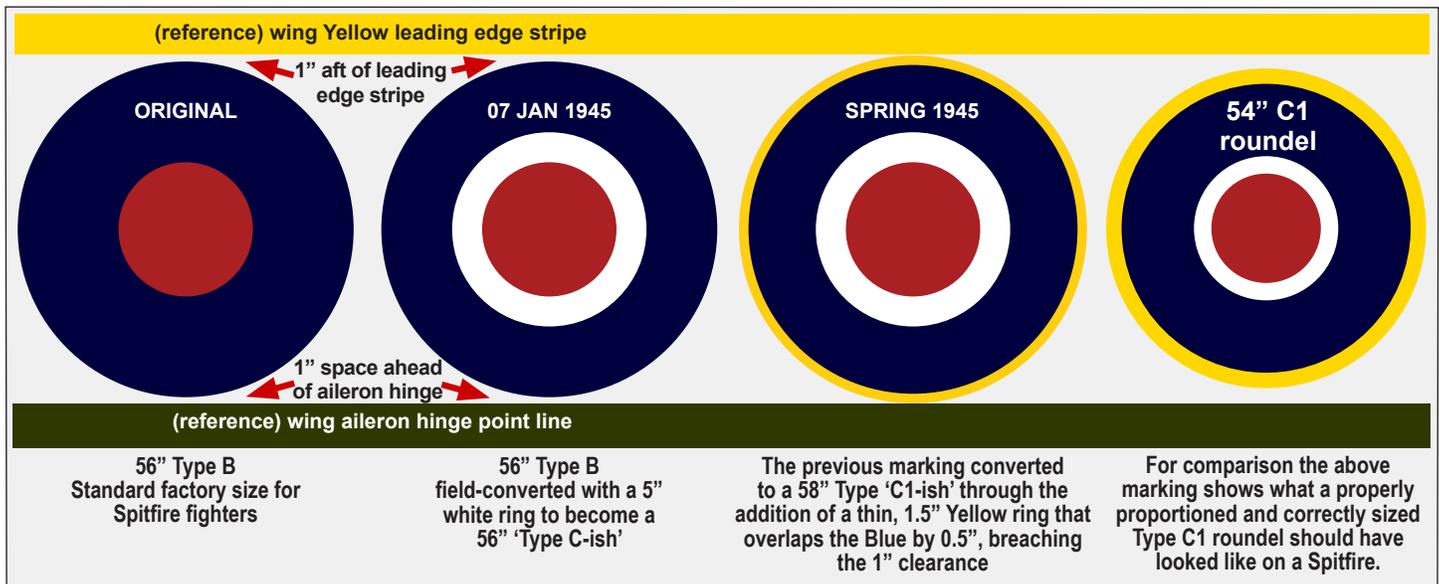
plastic coating, painted **Night** and have 4" **Yellow** tips. If you are weathering the prop, note that these blades also carried a brass or steel leading edge strip to help protect the rest of the blade from minor damage.

- ◇ **wheel wells** and the inner faces of the **undercarriage doors** are **Medium Sea Grey**.
- ◇ **undercarriage** legs are likely painted **silver**, as are the four-spoked **wheel hubs**
- ◇ the **engine cowling** is the later, more 'bulged' variety.



- ◇ **exhausts** are the typical 'square' pipes (not the later round style)
- ◇ the **rear-view mirror** is round and appears to be the spherical type
- ◇ there is a **'Rebecca' Mk.II** beam approach antenna mounted on the belly (picture a doughnut or round-edged hockey puck cut in half, with a small antenna projecting from the aft end)
- ◇ the **IFF antenna post** is now mounted under the starboard wing.
- ◇ the aircraft had the **Ferranti Gyroscopic Gun Sight Mk.IID**.
- ◇ the aircraft could be carrying wing stores racks and a centreline external fuel tank.

So..., how did the roundels on Spitfire TB300 (and others) end up looking like that?



The Editor's theory of how this marking came to be on TB300 (see **RT 31/1** for the story) - or download here:

[ipmscanada.com/RT Sampler - 72 dpi images.pdf](http://ipmscanada.com/RT_Sampler_-_72_dpi_images.pdf)

1. It started out as a normal **56" Type B** roundel, with a 22" or 22.4" Red centre (depending on the reference)

2. On **07 Jan 45**, the **Type B** roundels on the upper wings were ordered to have a white ring added, producing, more-or-less, a **Type C** roundel (a 'proper' **Type C** would have been 54" diameter, not 56"). A lot of variety was seen on the width and placement of the field-applied White ring and the resultant proportions of the Red, White, and Blue in the roundel (see again the **RT 31/1** article).

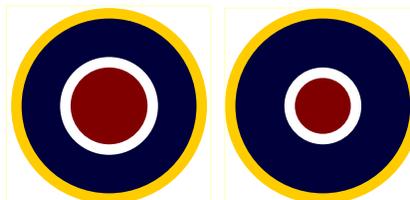
3. Later in the spring of 1945, Yellow rings were being added to the wing roundels by the RAF's 2nd Tactical Air Force (2 TAF). The 56" roundel should not have been made larger (due to the mandated clearance distance of 1" from the national marking to the wing leading edge and the aileron hinge point (see illustration), so the Yellow was painted partially or totally over the Blue ring, creating even more roundel mis-proportioning problems.

In the case of **TB300**, however, it looks like the Yellow ring violates the directive and is partly painted over the Blue and is also extended outwards from the edge of the Blue by one inch, creating a 58" diameter roundel. From the photo of **TB300** it looks like the Yellow edge is bordering right on the aileron hinge point.

4. It is hard to tell in the reference photo but both the White and Yellow rings look to be somewhat less-than-professionally applied. Not badly done, but they are not 'factory quality'.

Based on these observations I characterized this marking as follows:

◇ **58" Yellow** outer ring (1.5" wide)



Further examples of Type B roundels field-modified into mis-proportioned C1 roundels and seen in period photos

◇ **55" Blue** (it looks like the original 56" Blue ring gave up a 1/2" to the new Yellow ring)

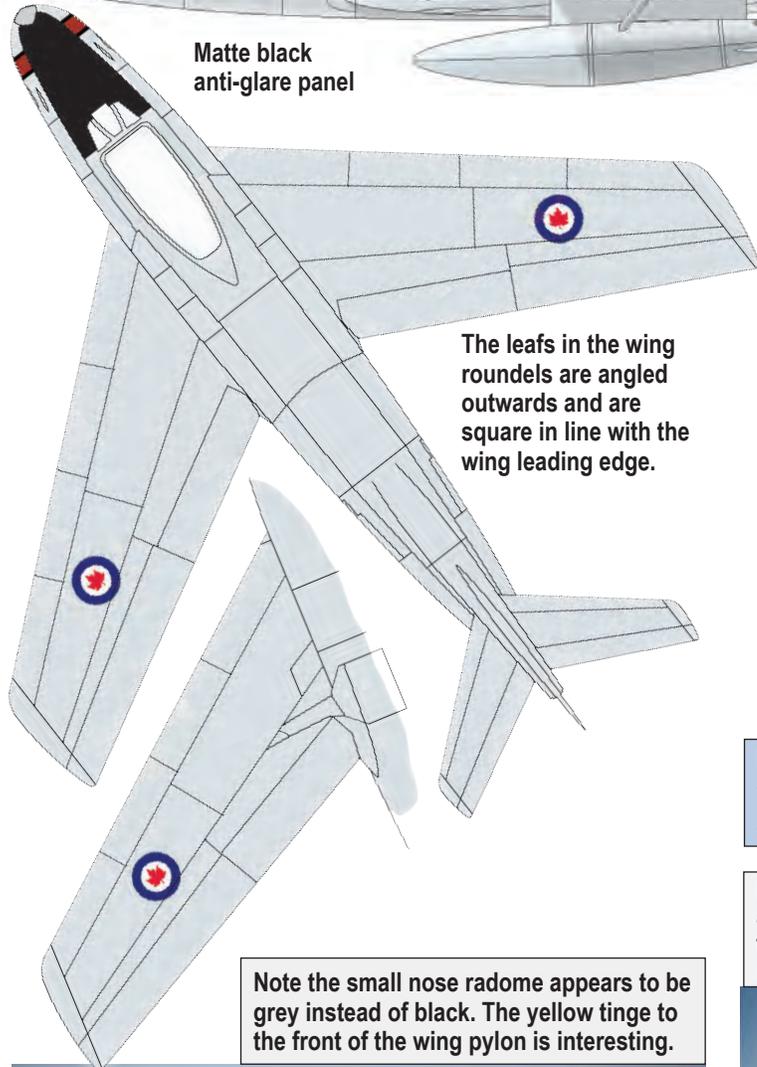
◇ **34" White** (i.e., a 5" white ring painted from the outer edge of the Red centre. In playing with the options before coming to this conclusion, I found that 6" was too wide and 4" was too narrow.)

◇ **22" Red** (the original **Type B** dimension)

Photo research will reveal that there was a fair bit of variation seen in the late-war upper wing roundels. As far as I've seen in photos, most of these markings changes were painted in the field by the units flying the aircraft. A good guess is that the 'erk' tasked to do the painting on a particular aircraft used a compass-like object (*perhaps something as simple as a length of string*) to set the centre point of the roundel and then marked out the outer edge of the new white ring with a piece of chalk or pencil as the 'compass' was moved around the roundel. Then they applied the paint to fill in the area between the chalk line and the outer edge of the red centre. Many posed PR photos show the erks swinging conventional paint brushes to do marking touch-ups, but spray paint could also have been employed at the squadron level.

As to what thinking and compromises went into how to later add the Yellow ring to the roundel, your guess is as good as any. Painting orders were written by HQ people who didn't necessarily realize how the aircraft were marked, and the orders were executed by people who were trying to do a good job, and who were not modellers or historians.

Sabre Mk.5 23212, 441 'Silver Fox' Sqn, 1 Air Div, RCAF, 1954



History:

Sadly, we don't have any hard info to show how this great marking came to be painted on 23212. Circumstantial evidence indicates that these photos were probably shot at the RCAF range at Rabat, Morocco, during a Sabre gunnery camp.

'Marville or Bust' likely refers to 441's nomadic existence in temporary locations while it waited for its new base at Marville, France, to be built and made ready for them. Their four-year journey from Canada to Marville went as follows:

- ◇ 441 Sqn reformed at RCAF St. Hubert, 1 Mar 51
- ◇ En route to UK on HMCS Magnificent, 13 Feb 52 - 28 Feb 52
- ◇ 1 (F) Wing North Luffenham, England, 1 Mar 52 - 20 Dec 54
- ◇ 3 (F) Wing Zweibrucken, W. Germany, 21 Dec 54 - 31 Mar 55
- ◇ 1 (F) Wing Marville, France, 1 Apr 55 - 1 Sep 63
- ◇ Deactivated 1 Sep 63

Aircraft:

- ◇ Sabre Mk. 2, Jun 51 - Jan 55
- ◇ Sabre Mk. 5, Jan 55 - Aug 56
- ◇ Sabre Mk. 6, Aug 56 - Sep 63

F-86 Kit Starting Points:

- 1/48 - Hasegawa or Academy
- 1/72 - Airfix, Academy F-86F-30, or Fujimi F-86F-30

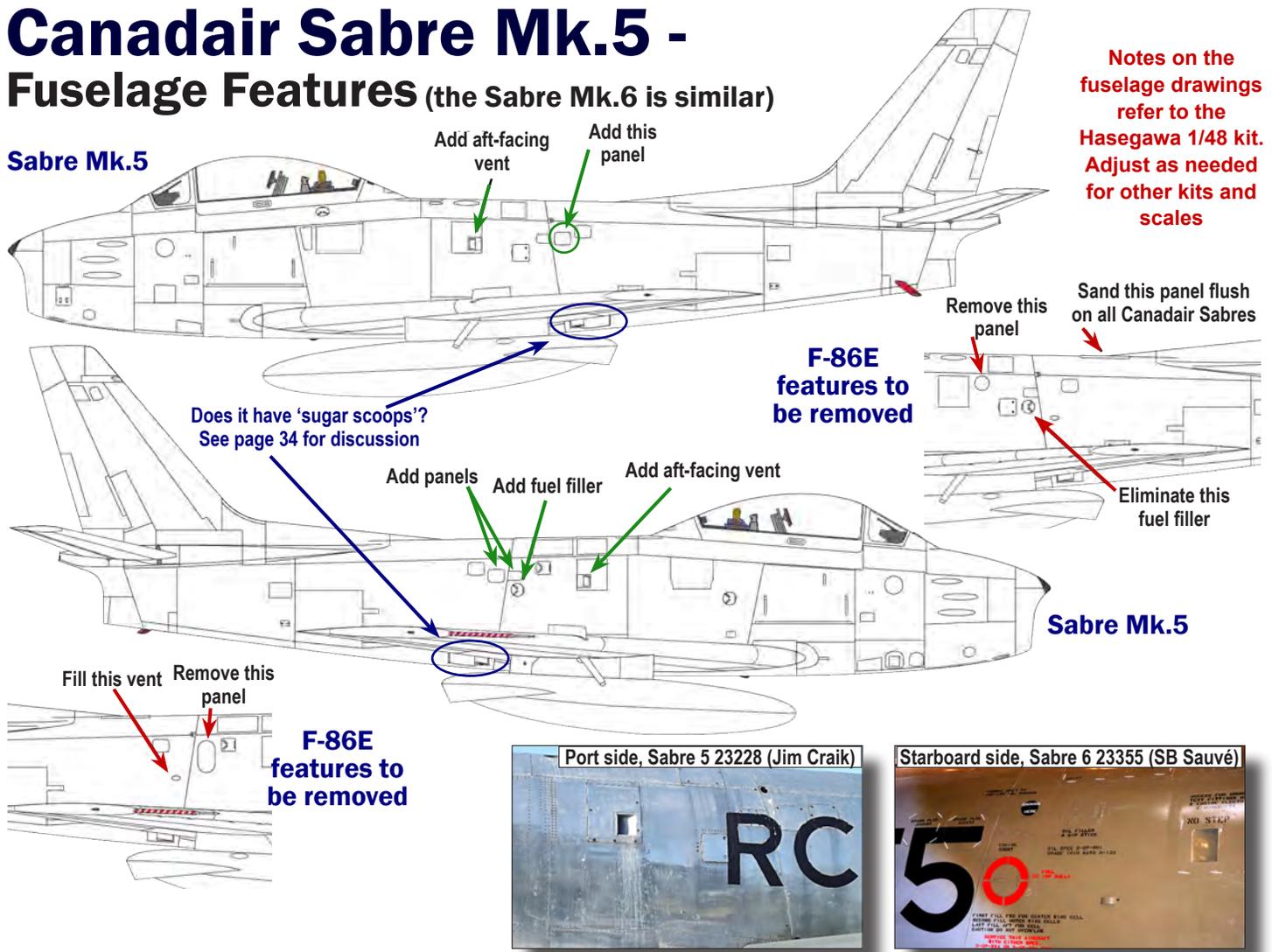


Note that on 23212 the small leading edge 'wedge' is not attached to the gun ammo door. It is seen as the small triangular-shaped object sitting on the wing (see notes on page 33 about this feature).



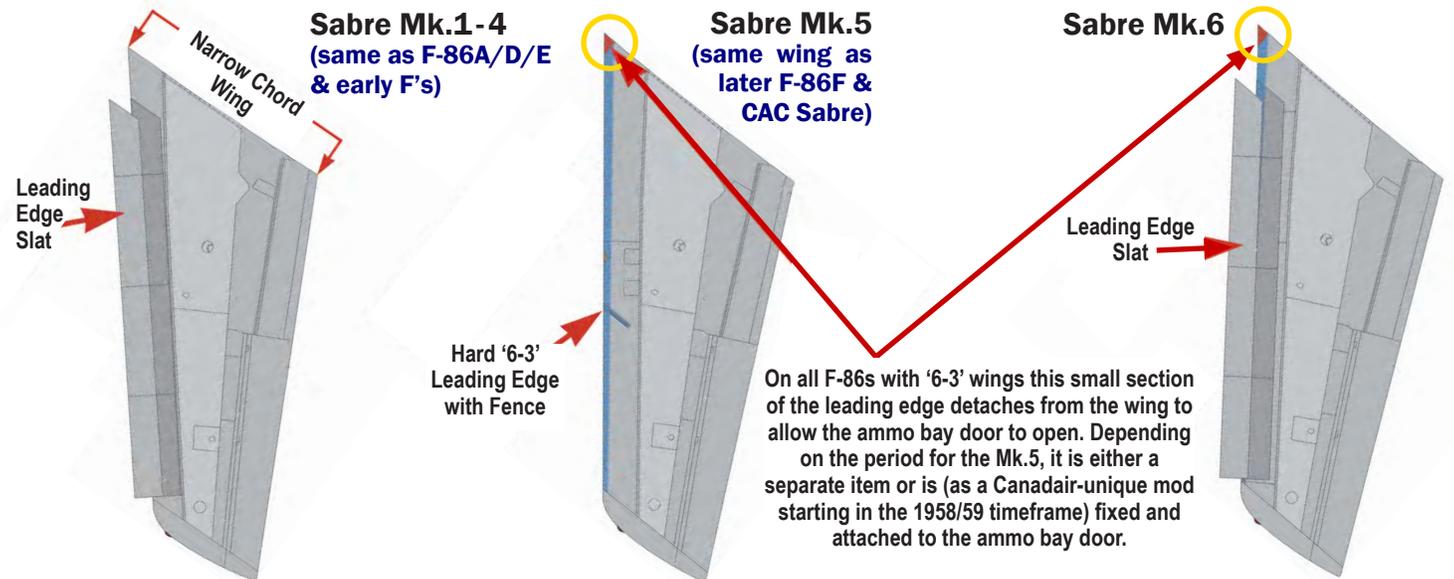
Canadair Sabre Mk.5 - Fuselage Features (the Sabre Mk.6 is similar)

Sabre Mk.5



Notes on the fuselage drawings refer to the Hasegawa 1/48 kit. Adjust as needed for other kits and scales

Canadair Sabre Wing Features



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of Sabres and Sugar Scoops...

A unique and distinctive feature of the **Canadair-built Sabre Mk.5 and Mk.6** is the so-called 'sugar scoops', located just aft of the wing trailing edge where the standard F-86E cooling intakes are located.

Sabre aficionado **Jim Craik** shared the following notes about them:

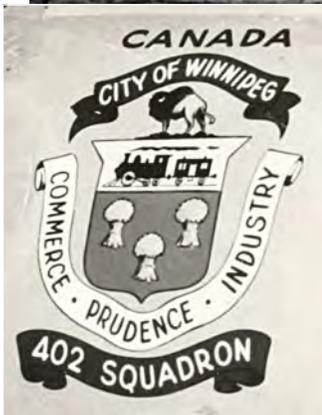
- ◇ they were only installed on Orenda-engined Sabre Mk.5s and Mk.6s, starting in the 1957-58 timeframe.
- ◇ they were needed because the regular F-86 ventral intakes did not channel enough cooling air into the rear fuselage of Orenda Sabres.
- ◇ they were not on 1 Cdn Air Div Mk.5s in Europe. They started being installed after the Sabre Mk.6 had replaced the Mk.5 in NATO.
- ◇ the scoops are simple metal structures installed over the F-86E existing vent opening. Their function was simply to reach out further in the slipstream and direct more cooling air into the rear fuselage.
- ◇ the scoops were not installed during Canadair's production of the RCAF's Mk.5s and 6s. They were retroactively installed by RCAF personnel after the aircraft were already in service.
- ◇ **General rule of thumb:** if you model a Mk.5 or Mk.6 with 'RCAF' markings on the fuselage you need scoops. If you do a Mk.6 with **two-letter squadron codes** you can go either way.



'Sugar scoops' on Sabre 5 23228 displayed at CFB Borden.
(Jim Craik photos)



Vampire Mk.3 17023 et al, 402 Sqn, 1948



What could 200 bucks buy you in 1948?

"...efforts were being made to ensure maximum serviceability of Vampire aircraft in preparation for the Squadron's participation in the [1948] Minnesota State Fair. The City of Winnipeg was contacted for publicity in this connection and the City Fathers provided an expenditure of \$200 to have the City Crest painted on the nose of all five Vampire aircraft."

source: angelfire.com/mb2/402/1948.html

Vampire Mk.3 17023, 402 'City of Winnipeg' Sqn, RCAF (Aux.), Stevenson Field, Manitoba, 1948



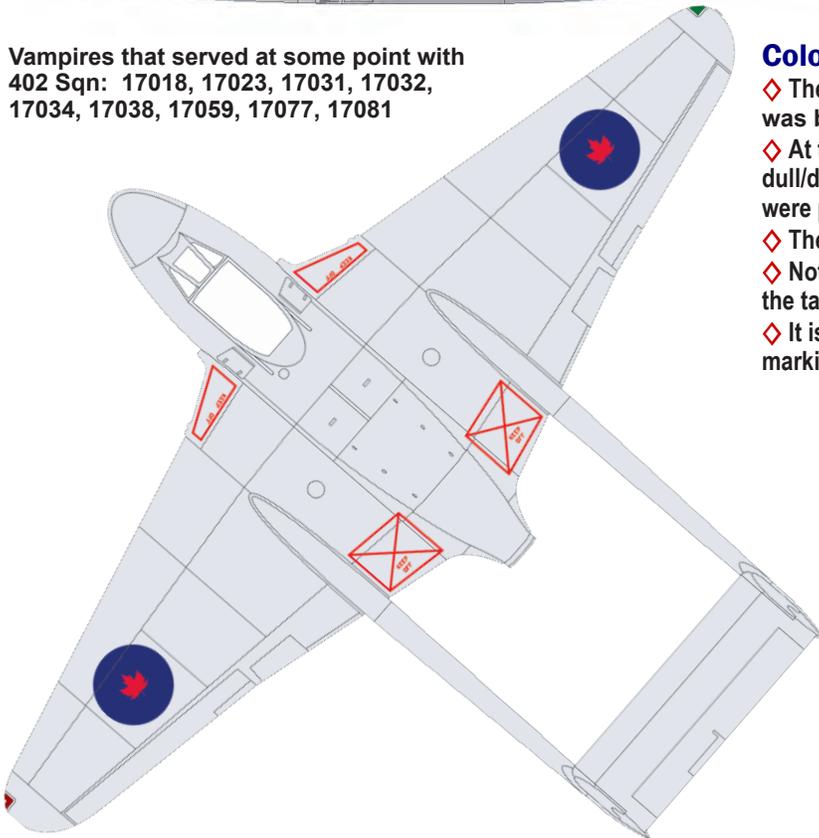
402 Sqn Vampires known to wear this scheme were 17023, 17031, 17034, 17038, 17059

Vampires that served at some point with 402 Sqn: 17018, 17023, 17031, 17032, 17034, 17038, 17059, 17077, 17081

Colour scheme notes:

- ◆ The overall finish is silver paint, not natural metal. A Vampire was built like a Mosquito - a lot of moulded plywood!
- ◆ At this point that the aircraft fin flashes were still in the RAF's dull/darker wartime colours. We believe that the RCAF roundels were painted on in the postwar 'bright' colours.
- ◆ There were no markings carried on the bottom of the aircraft.
- ◆ Note the standard RAF-applied red warning markings between the tail booms and fuselage.
- ◆ It is fairly safe to assume that standard RAF maintenance markings were carried

Later in its career with 402 Sqn, on 16 April 1950, F/O Vic Barber was carrying out his third Vampire flight in **17023**. The aircraft crash-landed in a garden at the rear of 391 College Ave in Winnipeg, 3,000 yards short of Runway 31, killing a civilian. F/O Barber was seriously injured, but recovered. The aircraft was written off.



Vampire 17059 of 402 Sqn at a later date, with newer RCAF roundels and modified fin flash. The Winnipeg city crest is still carried on the nose.

Following WW II, 402 Sqn re-formed on 15 April 1946 as an Auxiliary squadron, flying Harvard Mk.II's. Their role was initially planned to be a fighter-bomber unit equipped with Mosquitos. According to a former 402 Sqn pilot, W/C Thomas Patterson (Ret'd), two Mosquitos arrived in Winnipeg for training squadron personnel. 402's diary noted that their instructional Mosquito, **KB336***, arrived in October 1946 and was given instructional airframe number **A535**. Although not used operationally, one Mosquito (with a seized engine) remained parked in 402's hangar until 1951. Interestingly, there was also an Messerschmitt 163 and a Heinkel 162 stored along with it!

On 1 March 1947, 402 was re-designated a fighter unit. They still flew their Harvard Mk.II's as they prepared for conversion to the Vampire F.3, the first of which arrived on 19 April 1947.

In December 1950, 402 ceased flying Vampires and became a fighter-bomber unit. For this role it received P-51D/Mk.IV Mustangs, while retaining Harvards (at some point at least one Mk.4 Harvard made its way to 402 Sqn). The unit later acquired two T-33 Silver Stars and flew them from 1954 to August 1956 to provide jet aircraft familiarization, although its Mustangs continued as their primary aircraft until 1956. In August 1956, 402 Sqn was assigned the light transport role, converting to the C-45 Expeditor, and finally gave up its Harvards.



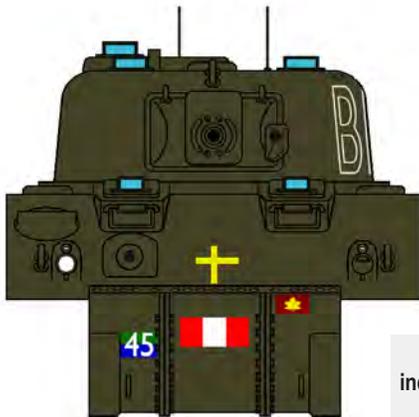
Servicing 402 Sqn Vampire 17038. Note the tread pattern on the main tires as well as the anti-shimmy grooved nose tire.

Vampire F. Mk.3 Kits:

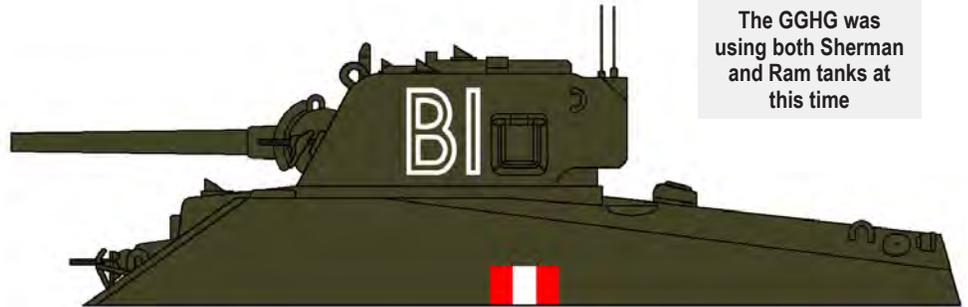
- 1/48 - Alley Cat or Trumpeter
- 1/72 - Czech Master Resin, Azmodel, or MPM/Special Hobby

*KB336, a Canadian-built Mosquito B.XX, now resides at the Canada Air and Space Museum in Ottawa.

Sherman Mk.V - 'B' Squadron Commander, Governor General's Horse Guards, 5th Cdn Arm'd Div, UK, May 1943



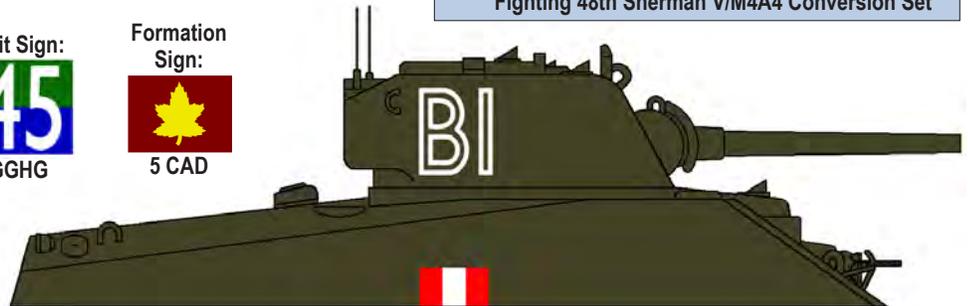
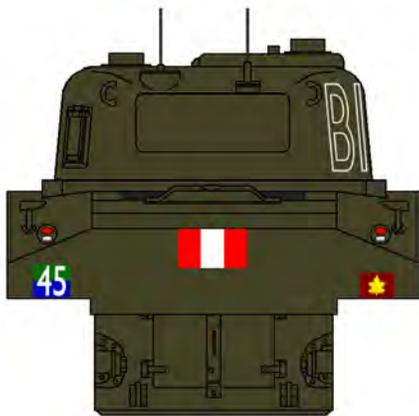
The yellow cross on the hull front probably indicates that the vehicles wearing it are acting as 'enemy force' for training exercise purposes



The GGHG was using both Sherman and Ram tanks at this time

Kits:

- 1/35 Tasca M4A4 Sherman V, kit # 35016
- 1/48 Tamiya M4A1 Sherman, kit # 32523, and the Fighting 48th Sherman V/M4A4 Conversion Set



This artwork and info is provided through the kind permission of Barry Beldam. Visit Barry's site at armouredacorn.com



A Few Colour Scheme Notes courtesy Bob Ascah, IPMS # 0878 Limestone City Modellers, Kingston ON

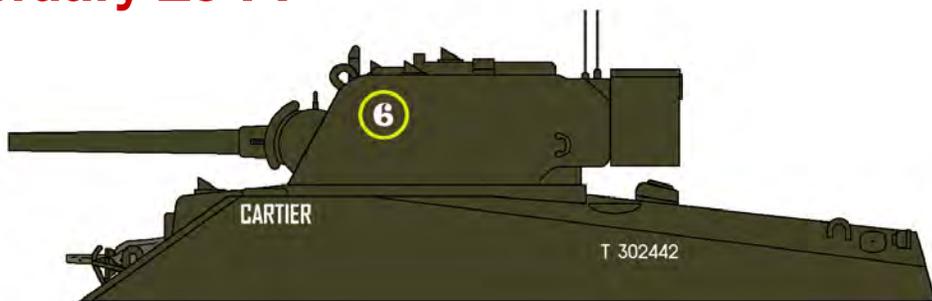
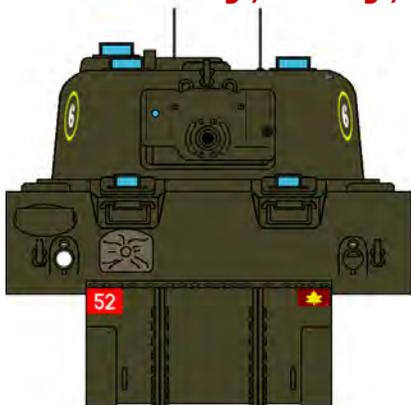
For the GGHG tanks in the UK in May 1943 – This is a toss-up. The book calls for **SCC 2**, a darker medium brown; however, as a training vehicle it could have remained in **US Olive Drab**. For matching the **US Olive Drab** and **British SCC 15**, **FS 34079** will provide a fresh British colour while **FS 34087** is more of an American colour, slightly faded.

A good reference document is **British Army Colours & Disruptive Camouflage In The United Kingdom, France & Nw Europe 1936-45** by **Mike Starmer**. **Steve Guthrie's** article noted below is also a very good summary.

SCC 2. **Steve Guthrie** in his **Canadian Camouflage Colours, Military Modelling Vol. 36 No. 12** (Sep 06) suggests an equal mix of **Testors Model Master 4674 Leather** and **4608 Raw Umber**. The catch is; 4608 is actually Raw Sienna and 4606

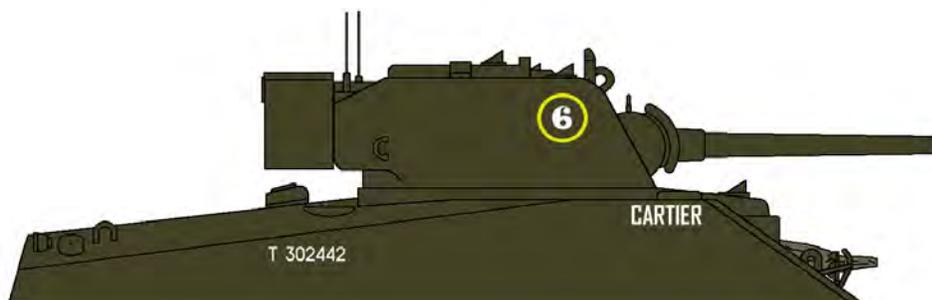
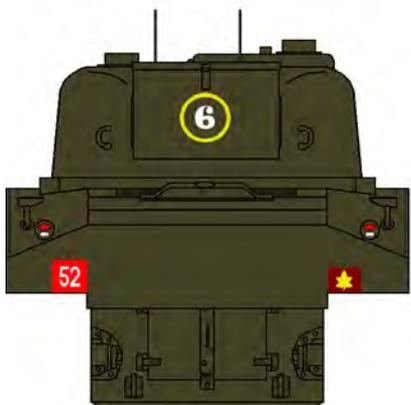
is Raw Umber. If memory serves me correctly I went with Raw Umber. He also suggests **Vallejo 141 English Uniform** straight up. I tried that on a 1/72 vehicle and while initially uncertain, have come to like it. **Mike Starmer**, a noted researcher on British colours has put out a Tamiya mix for SCC 2 but I find it a bit too orange compared to his reference paint chips. The colour is a medium brown with a dark tone that tends to fade into the medium brown spectrum. For **SCC 15 Model Master 34087 Olive Drab** is a good starting point.

Sherman Mk.V, 'C' Sqn, 8th Princess Louise's (NB) Hussars, 5 Cdn Arm'd Div, Liri Valley, Italy, February 1944



CARTIER
 Vehicle Name

T 302442
 Vehicle Serial



Squadron Sign



'6' Troop, 'C' Sqn

Unit Sign



8PL(NB)H

Formation Sign



5 CAD

Kits:

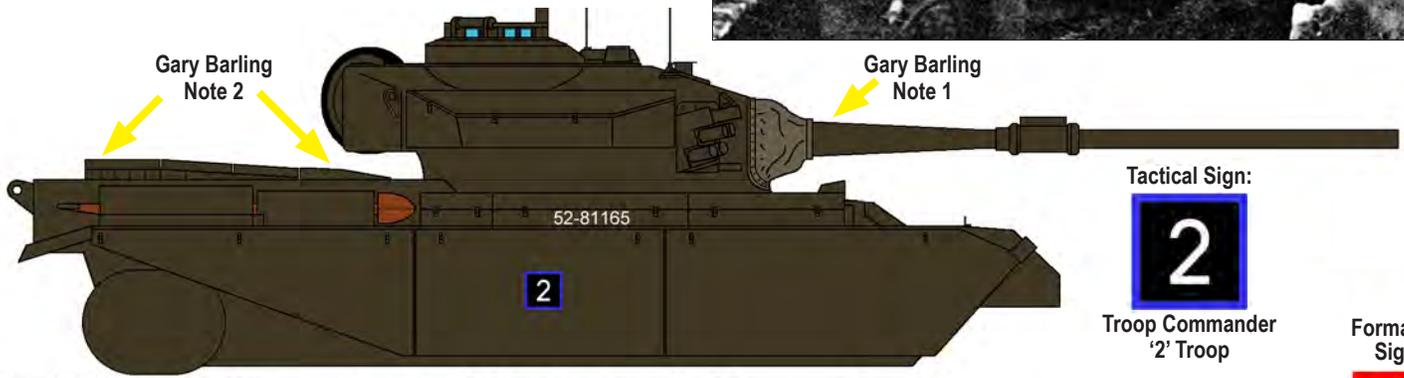
- 1/35 Tasca M4A4 Sherman V, kit # 35016
- 1/48 Tamiya M4A1 Sherman, kit # 32523, and Fighting 48th Sherman V/M4A4 Conversion Set

(Editor's note) The consensus for the base vehicle colour is that it was still painted in US Olive Drab, although it is clear that some touch-up repainting has taken place.

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Centurion Mk.5 - 'B' Sqn, 8th Canadian Hussars (Princess Louise's), Exercise Holdfast, West Germany, September 1960



Tactical Sign:



Troop Commander
'2' Troop

Formation Sign:



4 CIBG

Unit Sign:

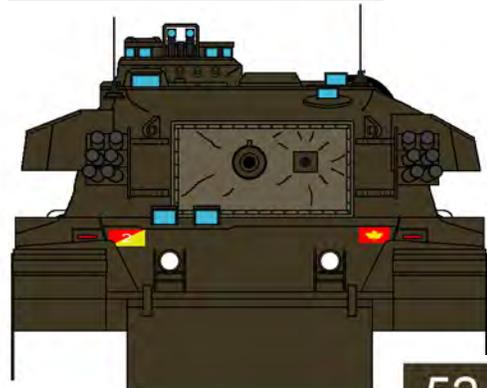


8CH(PL)

Colour: well, sports fans, here it is. I have looked high and low and I cannot find an FS or RAL colour that even comes close to the Army Olive in use from the end of WW II until the late-60's, sorry. [Editor's note - Barry's artwork approximates the faded colour seen in photos of vehicles in service]

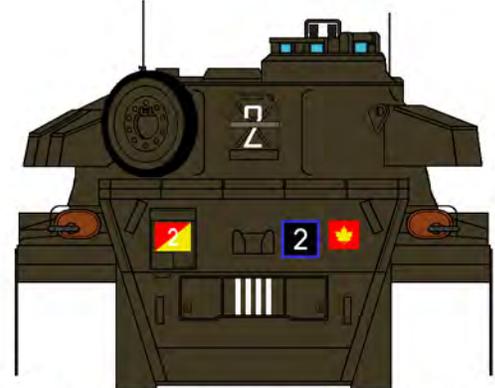
Notes from former Centurion tank officer, Gary Barling:

1. there was a bare metal section on the barrel just forward of the mantlet, maybe 10" – 12" inches long. This is where paint got rubbed off the barrel when the main gun was fired.
2. the muffler on the upper rear hull shows a rust-coloured forward part as the exhaust pipe exits the engine compartment, and a rust-coloured fish-tailed vent at the rear. In fact, the whole assembly from first part to last, was mainly rusted: the paint got burned off fairly quickly exposing the metal, and the weather did the rest.



The tactical sign outline colour was based upon the seniority of the regiment within the Armoured Corps. Therefore: RCD-Red; LdSH-Yellow; 8CH-Blue; and the FGH-White.

Although there must have been a standard numbering style, it was most certainly not followed on serial numbers or any other markings.

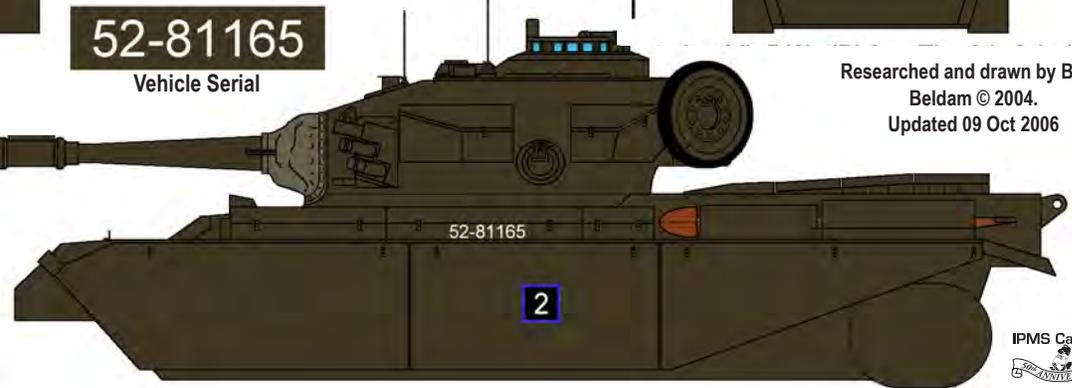


52-81165
Vehicle Serial

Kit recommendation:
• AFV Club 1/35 Centurion Mk 5

Researched and drawn by Barry Beldam © 2004.
Updated 09 Oct 2006

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Jeep, 39 (Recce) Wing, (RCAF), Denmark, July 1945

This set of markings is based on the one known photo of the Willys MB Jeep shown here. Very little information is known about this photo except that it was shot in Denmark in July 1945. The Jeep appears to be parked outside the Copenhagen airport.

Clearly under RCAF ownership, this Jeep was assigned to 39 (Reconnaissance) Wing, part No. 83 Group of the RAF's 2nd Tactical Air Force. In July 1945, 39(R) Wing consisted of the following RCAF units:

- 400 Sqn - Spitfire XI & Mosquito XVI
- 414 (RCAF) Sqn - Spitfire FR.XIV
- 430 (RCAF) Sqn - Spitfire FR.XIV

Except for the hood and windscreen markings, it appears to be a bog-standard vehicle, with no special fittings or features visible. It carries the later stamped (vice the original slatted) radiator grille bars. The driver and canvas top cover hide details at the rear of the vehicle, but you probably won't go wrong going with the standard fittings of other contemporary Jeeps of the period.

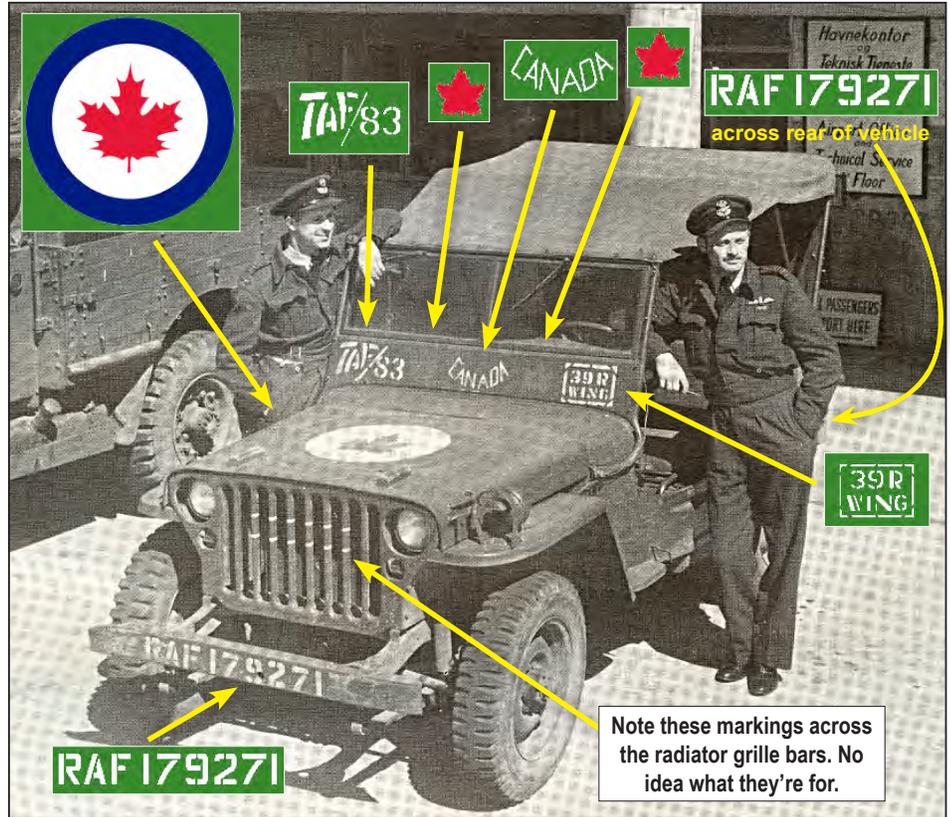
Our Jeep would have been painted in either the original **U.S. Ordnance Dept No.9 Olive Drab**, or, possibly, in the **British Shade No.15 Olive Drab**, which was adopted in April 1944 as a new standard colour that was better matched to the US shade.

Tamiya's OD is cited as a close match 'out of the bottle' for the official U.S. Ordnance Dept. colour standards issued

to equipment manufacturers. As for variations, every batch of paint will deviate slightly from the standards, but it is still good to know where to start.

Kits:

- 1/35 - Tamiya Willys MB Jeep, TAM35219
- 1/48 - Tamiya Jeep, part of kit 32552
- 1/48 - Hasegawa Willys MB Jeep, kit 36012



This link on the Roll Models website shows a very nice 2004 build of a Tamiya 1/35 Jeep on which modeller Tony Bell used the IPMS Canada decals from 1996: rollmodels.net/nreviews/armor/bell48jeep/belljeep.php

