

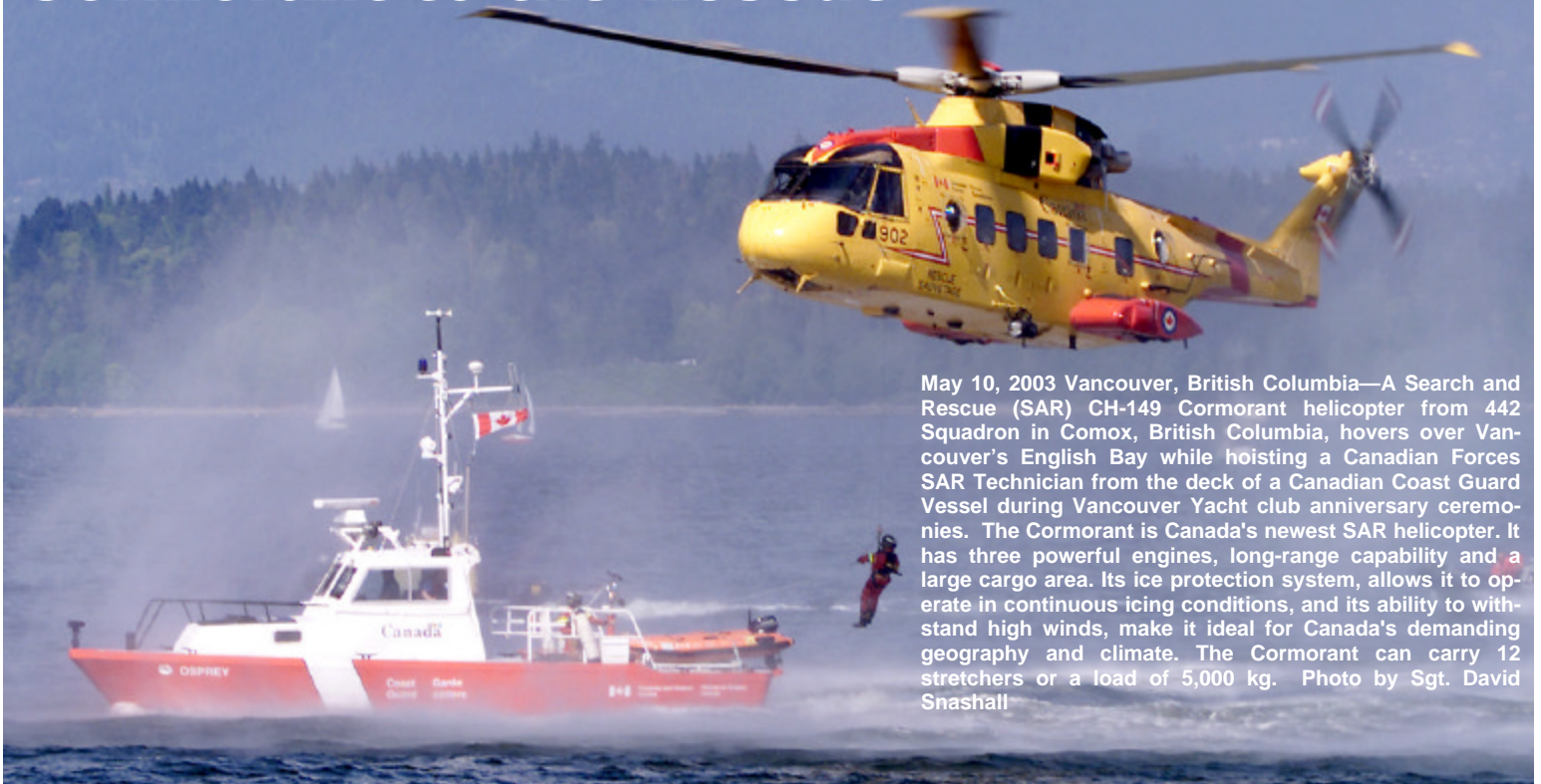


# PostStrike<sup>®</sup>

June 2003

IPMS Ottawa Newsletter

## Cormorant to the Rescue



May 10, 2003 Vancouver, British Columbia—A Search and Rescue (SAR) CH-149 Cormorant helicopter from 442 Squadron in Comox, British Columbia, hovers over Vancouver's English Bay while hoisting a Canadian Forces SAR Technician from the deck of a Canadian Coast Guard Vessel during Vancouver Yacht club anniversary ceremonies. The Cormorant is Canada's newest SAR helicopter. It has three powerful engines, long-range capability and a large cargo area. Its ice protection system, allows it to operate in continuous icing conditions, and its ability to withstand high winds, make it ideal for Canada's demanding geography and climate. The Cormorant can carry 12 stretchers or a load of 5,000 kg. Photo by Sgt. David Snashall



### The Prez Sez Paul Eastwood

This month's column starts on a sad note. Andy Graham, a long-time member of IPMS Ottawa, passed away in Toronto over the weekend of May 24th. Andy's enthusiasm for the

hobby will be much missed by his many friends. A memorial for Andy will appear on the website in the near future.

The Ferrari Festival is set for Saturday, June 7th. See the poster at Hobby House for time and location. It should be the perfect occasion to reference your Automotive Theme entry (Best Ferrari) for Capcon 2003.

The Quinte show is reviewed in this issue along with the Halifax Bomber restoration taking place at the Trenton Air Base. Definitely a trip worth taking. A series of photos will also appear on the website. Tonight's meeting will involve several modeling technique demonstrations. I am currently awaiting confirmation from several members, so no specifics yet.

All for now, Happy Modeling.

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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 redistributed 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](mailto: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...

One of the great things about the internet is that it has brought people with similar interests closer together. I can remember joining Peel Scale Modellers when I was eighteen, and how amazed I was to find not only a new group of friends, but also a group who were willing to share vehicle references with me.

The internet has increased the ability of the modeller to share information a thousand fold. However, as someone who spent countless hours in libraries and archives, I find that finding information in the various hobby discussion groups can be very frustrating.

May of the discussion groups use Network54 as their discussion server, but then do not select the option to have topics jump to the top of the list once a reply is added. This leads to several duplicate threads, often weekly, started either by novices or more often by regular users as there is no way to search for existing topics.

Faced with this and wanting to create a discussion forum for IPMS-Earth, a group founded by various modellers from across the globe, I decided to try something new. Invision Power Board is a database driven discussion forum that is loaded with several incredible features. Say you find a interesting topic that you want to save for future use. No problem. Press the button and you can save it as Text, HTML or MS Word. Don't want others to see your email address or to email you directly? No problem. They can send you a private message. Next time you log in, you will receive notice that you have messages waiting. Want to tell others of a show? Add it to the Calendar. It will show up on the main page 90 days before the event. Want to find posts about Sherman tanks? Type in Sherman in the search dialog and it will do the work for you. But the best thing about the Invision Power Board? It's all automated. I don't have to do a darn thing. Now that's Freedom. Check it out: <http://www.dana-nield.com/cgi-bin/forum>

Cheers!  
Dana

## Coming Events

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/](http://ipmsmetrookc.org/Nats_2003/)

September 13, 2003  
**CAPCON!**  
**Neapean Sportsplex**

September 21, 2003

Region 1 **ROCON 24**  
40 & 8 Club  
933 University Ave.  
Rochester, NY  
IPMS/ Rochester Scale Modelers  
Jim Kloek 585-385-3899

October, 2003  
**Dorval!**



## Submit an article, or we'll shoot the editor.



### Okay, submit one anyway.

No real editors were harmed in the making of this filler.

Editors were hired from Editors Union Local #128.





# Work Bench Review

## FV 432 with Peak Turret

By Doug Sword

With the retirement of the Centurion AVRE from the British Army inventory of equipment, the FV 432 is now the oldest AFV on the roster with the Brits. Produced by longtime British defense contractor GKN Sankey, the 432 began production in 1963 as a replacement for the Saracen wheeled APC. The 432 comes in many variants and is the most numerous tracked vehicle in the British Army. Although a popular and reliable AFV, the 432 did not develop any foreign interest, losing out to the M 113 in the export market and is only used by the British Army. As the 432 is slowly stuck off strength, retired vehicles can be found in private collections. They are a common sight on military vehicle rallies throughout the UK.

I had the good fortune to receive the Accurate Armour kit K 90 of this AFV as a result of a swap with our own Paul Roberts. I have always loved the 432 and enjoyed crewing one as a driver for the umpire teams on NATO Excercise "Quarter Final" back in 1985 in Germany. Since then, I had always wanted to model one but couldn't lay my hands on one. Now, thanks to Paul (Cheers Matey!) I can now have a crack. This is my first AA kit and it is what you might call quite a challenge! The kit is typical AA "multi-media". The hull and turret along with the smaller fittings such as tools, headlights, cupolas and hatches are molded in a light "Soviet green" resin. The running gear and suspension components are white metal and a photo etch set is thrown in for the smaller details. Finally, the tracks are a cream colour resin that anyone who has used the AA Trakpaks will be familiar with. Quite a grab bag of goodies! I began assembly by starting with the hull.

The hull suffered from severe air bubbling on the front plate and very poor fit of both the top and bottom parts. I spent a fair few hours filing and sanding in order to achieve a decent fit. With the resin being brittle, care must be taken when handling your kit in order not to snap off any of the wafer thin details such as the fenders and stowage brackets. Even with all of my sanding efforts, I was still left with a fair sized gap at the rear of the hull join. For this kit, I am going to try automotive body filler in order to fill the large gaps. I decided to use this as I know from doing bodywork on my car that it dries rock hard and will adhere well to the resin on the kit. It is also very easy to sand to a fine, smooth finish. I'll let you know in part two how it works out.

The 432 has two flat metal fenders at the front of the hull over the tracks. One of mine was snapped off and a replacement had to be made from some 10 thou evergreen sheet. I used the remaining one as a template and simply flipped it to correspond with the other side.

The vehicle hatches are a thrill to mate up with the hull to say in the least! The drivers hatch and rear troop door must both fit inside a raised "rib" that surrounds each hatch. While the rib is molded OK, the hatches are out of shape. This requires some REAL careful sanding in order to achieve a proper fit. The hatches themselves are very delicate and the possibility of oversanding them is quite a danger. As I haven't worked with a lot of resin items before, I was very cautious not to just bull ahead and bugger it up. After some VERY tense moments, (and a fair few cigarettes!) I was finally able to glue the hatches in place and admire my handiwork. Well I can say one thing for sure. Being basically and "Out Of The Box" kind of builder, I sure felt pretty good after those hatches were in place and looking good! Listening to the guys like Paul and Sandy at the club for 12 years now has really paid off!

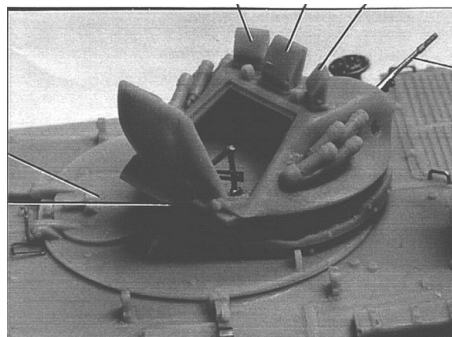
The commander's cupola behind the driver's hatch has quite the resin block on the bottom. This is a real embuggerance as the cupola must sit flush to the top of the hull. I removed most of it with the razor saw and then place a piece of sandpaper on the flat surface of my workbench and gently sanded the rest off. Care must be taken as the cupola has a thin



band of metal on the bottom that mounts it to the hull and this can be easily sanded off or distorted if it isn't sanded on a nice flat surface. I test fitted the cupola a few times and re-sanded a few areas before a good fit was achieved. The hatch was also gently sanded to correspond to the cupola.

All 432's with the Peak turret require a mounting plate over the rear troop compartment. A standard 432 has a large circular hatch over the compartment that can be opened up by the troops in a non-tactical environment. The hatch is circular in order that the 432 can be converted to a mortar carrier by the battalion mortar platoon with a modification kit for the interior. With the Peak turret, this circular hatch is removed and the mounting plate for the Peak turret is dropped in and bolted on. The peak turret is then added. The kit supplied mounting plate also has the dreaded resin block on the bottom. Fit problems are further compounded

by the fact that the hatch opening on the hull has a thick band of uneven resin on the inside where the plate must fit. Once again, a great deal of cutting and sanding is required in order to achieve fit. As you can see in the picture, looking at the plate, it still stands proud of the top of the hull.



I can remember on the real item that this was true too but I find that the kit plate sits a little too high on the roof. I'm not too sure but I think that if you were to measure the roof angle (the 432 has a slight angle to the roof) and compared it to the kit, you would find the kit angle is slightly too much thus giving you a larger gap than the real thing. As I said, this is just a theory of mine, not a fact.

Finally (so far) I added the two rear stowage bins to the back of the hull. Once again, the ever-present resin block needed to be removed before they could be glued in place. These do not sit dead flush to the rear of the hull. That is no need for sanding the heck out of them or your hull rear as the real item also has a small gap around them due to the way they bolt to the hull. Care must be taken, however, to ensure that they do line up square.

So far the kit, as I said, has been quite a challenge. I must admit it has, for all it's faults, been a very satisfying project. I will definitely pick up another AA 432 kit again if I come across one that I don't need to take a second mortgage out to buy. The experience in building my first real multi media kit will be a benefit too as I have an Israeli Nagmash'ot engineer vehicle that will be up and coming after this one. Well guys, see ya at the club and stay tuned for part two, "432 The sequel"!



## Work Bench Review

1/35th M3A1 Stuart Light Tank

Academy Kit No.1398

By Bruce Grinstead



One of the things I enjoy about building models is that each time you get to immerse yourself in history – I begged and borrowed information from Paul Eastwood, various magazines of recent reviews, and Hyperscale, which has a couple of kit reviews.

Learning from the experiences of the British in the Western desert campaign, the Americans designed the M3A1 to correct some of the short-comings of the earlier M3 model. These changes were implemented in May of 1942. A newly tested stabilized hydraulic traversing mechanism, as opposed to the previous manual version, was incorporated along with a turret basket. This turret basket provided the gunner and loader with seats, while the copula was removed from the turret, eliminated due to the addition of two new periscopes. An additional hatch was added after the copula was removed. Exterior tanks, that could be jettisoned from the interior, were fitted to the rear, exterior deck just aft of the turret. The initial 211 M3A1s were powered by a Guiberson diesel engine, while the remaining production of 4,410 were powered by a Continental radial engine.

### The Kit – A First Look

Upon opening the box, the modeler is greeted with finely injected detail, including the interior essentials and then some; a good selection for an Out-of-the-Box theme. Both individual link tracks and vinyl are included – time constraints and inexperience steered me towards the vinyl version – I will attempt the individual links at a later date (when I have both thumbs). Square blanking plates, British style, are provided for the two forward sponson machine gun positions, as well as British stowage boxes. Cast and spoke variants of the road/idler wheels are included, as is a spare sprue with nominal stowage and a 50 cal. machine gun.

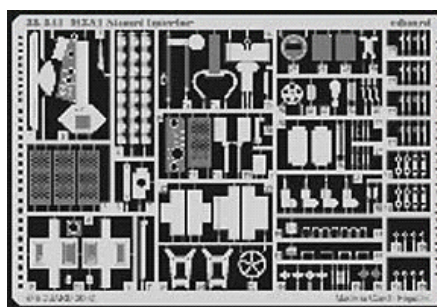
Suffice to say, there are errors in the kit, but I'm not a rivet

counter and really just wanted to build this tank out of the box. The most noted error in reviews, and easily corrected, is the lack of detail for the forward part of the idler wheel mechanism – lots of detailed photographs of this area are available in reference material. A couple of the reviews also noted an anomaly with the bogie arms and idler positions to compensate for an error in the belly pan depth, with suggestions to use the bogies from the older Tamiya offering. I found that the engine filter bracket to hull mating arrangement could have been represented better by having the bracket mount flush to the wall, as opposed to the recessed notch that was provided. I left all of these areas unchanged.

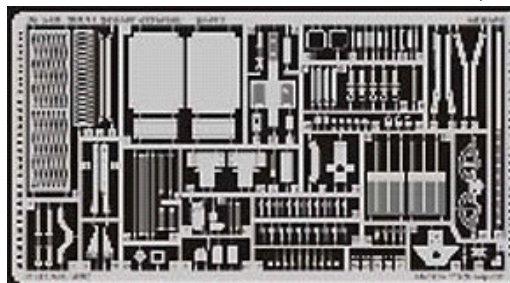
### A d d i t i o n s

Though Eduard provides two nice sets of photoetch add-on, the interior set is really unwarranted, as the majority of it is not visible once the turret and hull hatches are put in place.

*Eduard M3A1 Interior Photo Etch, Part No. 35541:*



*Eduard M3A1 Exterior Photo Etch, Part No. 35543:*



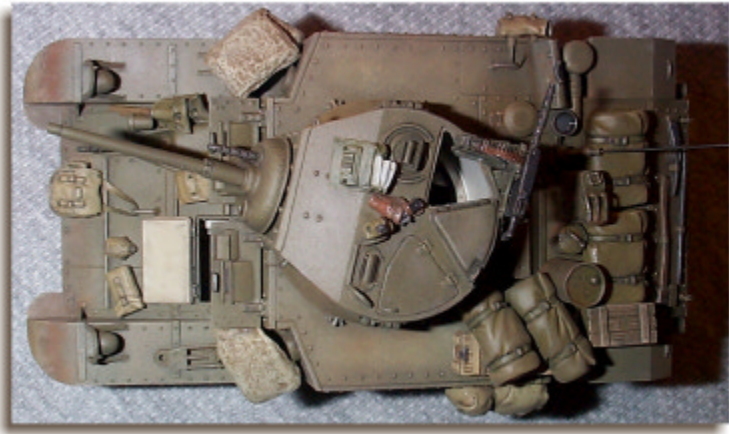
The best addition that provides the most impact and bang for the buck is Verlinden Productions' M5 resin stowage set for the Tamiya kit; just discard the facia armor plate sandbag casting (and whatever else you can't fit on this light tank – leaving you with a lot of goodies for future builds).

*Verlinden Productions M5 Stowage Set for Tamiya Kit, Part No. 1845:*





I tried to hunt down some figures at the 11<sup>th</sup> hour (just can't get them out of my system), and ended up buying Verlinden's Marine Tankers (Part No. 1882). These are half-bodies, and would not fit in the turret hatches without getting out a large wood file...more spares for the parts box.



There were only a couple physical changes I made to the kit; the addition of a scratch-built exhaust hood and screen, and the welded, round blanking covers for the wing machine gun positions. I accomplished the latter by thinning down the square covers provided with the kit, removing the rivets, and rounding out their corners.

#### Painting and Decals

After pre-shading the interior with Humbrol's Brown and letting it dry, I painted an overcoat of Testor's White mixed with approximately five percent of the same brown. Pre-shading was also done for the lower half of the hull, I sprayed an undercoat of Humbrol's Brown Bess, then on the upper half, switched to a generic brown. After that dried, I sprayed an overall coat of Testor's Olive Drab. Final coats of Testor's Olive Drab mixed with twenty percent of Testor's Khaki were misted over the upper half of the model. This was my first attempt at the pre-shading technique, and though the effect was visible, I would be less liberal and stop spraying the initial Olive Drab overcoat a bit earlier to retain more definition.

The decals provided markings for five different vehicles:

- M3A1 in Tunisia, 1943 with the yellow stars and US flag markings (featured print in the Squadron Signal in Action book),
- Two USMC ("Pain in the Ass", and "The Pay Off") tanks in Bougainville in November 1943, and
- Two Soviet tanks (1942 and 1943).

I chose one of the USMC markings, "Pain in the Ass", from Bougainville. I found the decals stiff and unforgiving, but being a figure painter, I'm probably just not doing it the right way(!) – a better base coat of gloss should have been applied.

After all of the base coats had dried and the decals applied, I began applying washes to the details, with a diluted mixture of Humbrol's Brown Bess and Black, and a small 000-brush. This was time consuming, but worthwhile, as it really brought out the detail and rivets. Dry brushing was completed with various shades of Khaki. Tinges of rust and

chips were added, with the final step in the process being earth tone shades of dry pastels and conte crayons.

#### In Closing



Overall, a great kit and highly recommended. The fit was perfect and this only enhanced a really enjoyable, quick build. I wouldn't hesitate to recommend this for an early venture into armor building, or for those that like to add extra details, it has been well supported with aftermarket products. A nice addition to any allied series.

#### Reference Books:

**STUART A History of the American Light Tank**  
R.P.Hunnicut. Presidio Books ISBN 0-89141-462-2

**M3 & M5 STUART Light Tank 1940-1945**  
Steven.J.Zaloga. Osprey New Vanguard 33 ISBN 1 85532 911 5

**STUART U.S.Light Tanks in action**  
Steven.J.Zaloga. Squadron Signal Publications ISBN 0-89747-084-2

**STUART U.S.Light Tanks in action**  
Steven.J.Zaloga. Squadron Signal Publications ISBN 0-89747-084-2

**Tanks in Detail 2 - M3-M3A1-M3A3 Stuart I to V**  
Jonathan Forty. Ian Allan Publishing ISBN: 0-7110-2932-6





# The Halifax Memorial

## An Armour modeler's review

By Seth Wilson

A few weekends ago I made the trip down Trenton to the Quinte Model Show. The show itself was good with a range of models on the table, a chance to rummage through a few vendors' collections, and time to catch up with some modeling buddies from the area. However, the most interesting and exciting part of the trip to the RCAF Museum and the Halifax reconstruction project.



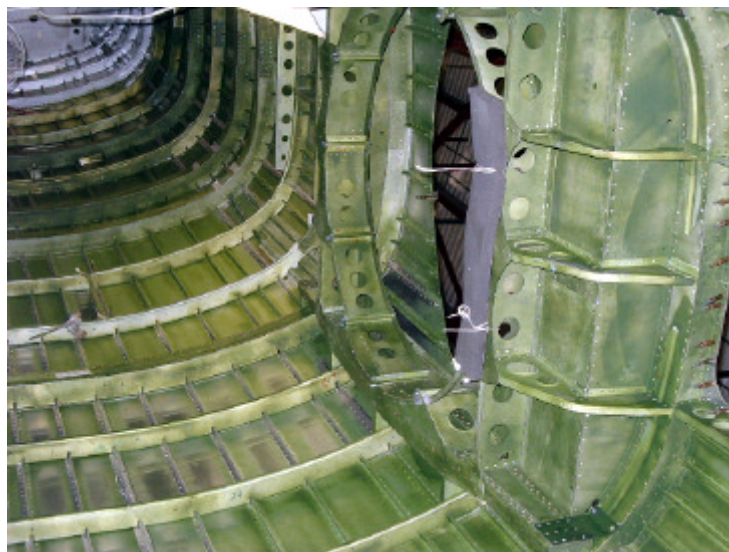
The bird itself is a Mark VII and identified as NA337 and it went down over a Norwegian lake in 1945, where it rested for the next fifty years under 750 feet of fresh water. The Halifax was on a supply run for Norwegian resistance, and after it had dropped its cargo, the plane was hit by German anti-aircraft fire. Unable to maintain height, the pilot swung back into the wind and ditched in Norway's Lake Mjosa. Five of the crew got out, but only one would survive.



Years later, with the help of local residents, Karl Kjarsgaard was able to locate it and on September 3<sup>rd</sup>, 1995, Halifax NA 337 was raised to the surface. Kjarsgaard, a Canadian Airlines pilot, was determined to ensure the wartime affiliation of the RCAF with the Halifax would not be forgotten. Of over 6,000 built, not one has been fully preserved. When restored, this will be the only one of its kind, serving as a reminder to the over ten thousand Canadians who died in Bomber Command alone.

As I walked into the restoration bay the sight was breath taking. The

plane took up the entire space; there were pieces of it under construction everywhere. It is hard to believe that this thing was constructed in over



46 different factories around England—so production would not be seriously disrupted by German bombing raids—and each piece was designed to fit very specific dimensions so that it could be transported down English roads. We received a personal by one of the thirty “magicians” working on the project and he proceeded to show us around and tell personal stories about the plane. I was able to look at the nose of the plane from inside and out. I could gaze down the fuselage to where the rear gunner would sit, and since this was a supply plane, it had been fitted with a hole for paratroops to drop from or supplies delivered. A sheer sense of awe struck me as I was actually able to see what some of the first paratroopers had to endure—to jump through the hole in the floor timing was essential, otherwise a paratroops face would be implanted into the side of the opening and receive the near trademark toothless grin of the early paras. I was able to see the four bolts, which actually held the wings on; the wire (without any hydraulics) used to shift the flaps and other airplane things; and the very claustrophobic tail gunner position; all of which led me to believe that you almost had to be insane to get in one of these things. Jokingly, I said that the tail gunner position would have almost certainly forced me into the Army at that time, as I knew no 6 foot four guy could ever possibly fit into that crack of a position. I was then informed that, yes, big guys like myself were in the tail position—yikes!! Then he told us of the evacuation drill. The tail gunner could not wear a parachute in the turret, and in the event of ditching he had to rotate his guns to align with the plane, slide open the two doors, grab his parachute, then rotate the turret so that it was perpendicular to the plane, put the chute on and then bail out—all while this beast is nose-diving towards the ground. I think you would have to be certifiable to want to do this...



As I left the building I was overcome with a new sense of appreciation of what a generation sacrificed for our freedom and way of life. The Halifax is a living memorial to our past, donations can be sent to the following:

The Halifax Aircraft Association  
5444 Younge Street, Suite 1905  
Toronto, Ontario M2N 6J4



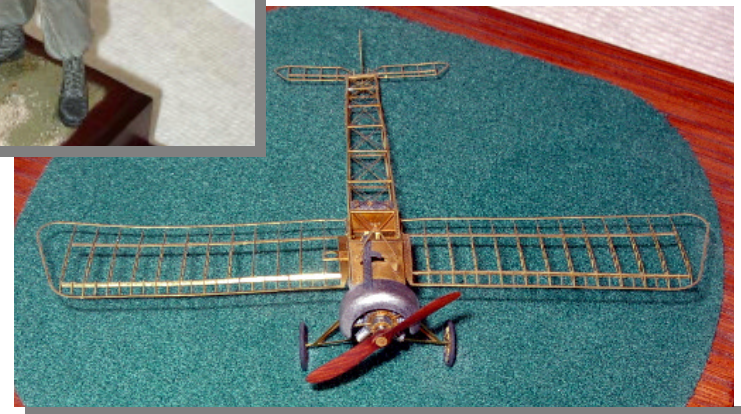
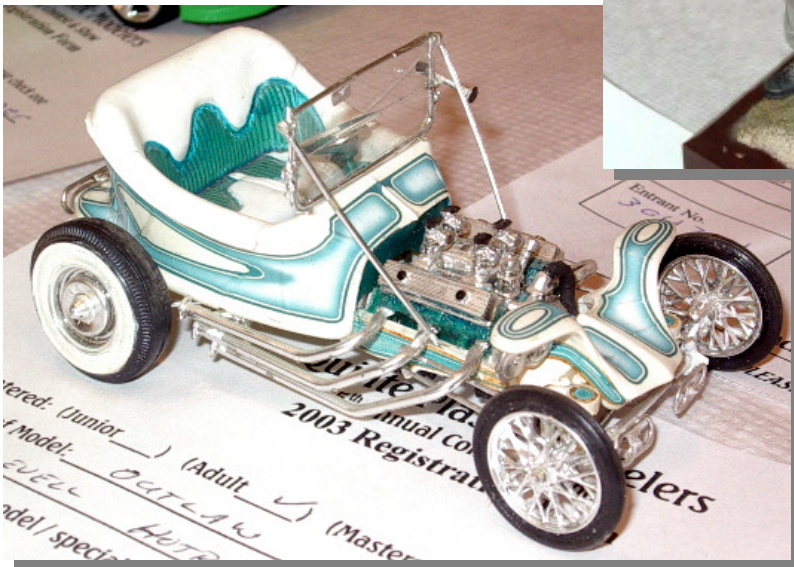
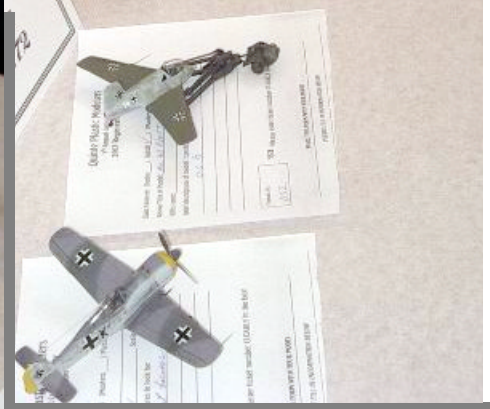


# Show Review

Quinte Plastic Modelers  
5th Annual Show and Contest  
By Paul Eastwood

CFB 8 Wing Trenton was the site for the Quinte Modelers show on Saturday, May 24. Six members from IPMS Ottawa waded through a torrential down-pour to enter the show and check out the vendor's tables.

The weather did affect turnout which was a shame as the facility (the Base Chapel) was an excellent venue for a small show. Tanks and aircraft were well represented as always, but the



most pleasant surprise was the large number of vignettes and dioramas. A great variety of subjects were presented, with a dilapidated Hetzer (circa 1959) standing out as an incredible study in rust and extreme weathering. The only glitch was a long delay caused by the use of a points system for judging, which added two hours to the event. Mind you, we made use of the break to visit the Base Museum and were treated to a tour of the Halifax Bomber currently under restoration. This was undoubtedly the highlight of the day for us. All in all it was a good trip, and will definitely be on the agenda for next year.





## Camp Quality

### Letting Kids with Cancer be Kids Again

By Seth Wilson

Camp Quality is a unique camping experience for children with active cancer, or cancer in remission and their families. The camp provides a week of activity focusing on the best that life has to offer in a healthy, natural setting. All staff are volunteers and there is no cost to the campers or their families.

Camp Quality is an international organization that originated in Australia in 1983 and is now one of the largest children's support programs in the world. Camp Quality currently operates a total of 57 camps in 20 countries, and is expanding into two additional countries per year. The largest operation is in Australia with 14 camps running programs.

To date, four Canadian camps have been established – one in Southern Ontario (1988), a second in Northern Ontario (1992) and a third in Alberta (1998) and our camp, Eastern Ontario, in 2000. The fifth Canadian Camp, Northwestern Ontario, begins operation this year. Plans are underway to expand our Canadian network across the country.

This will be my second year with the program and I thought I might introduce some of the activities that I enjoy. As I proposed to the club, there will be a modeling workshop run on Sunday August 10<sup>th</sup> for the campers. IPMS Ottawa has generously donated money for kits for the kids to work on and I do have a few volunteers willing to come out for the afternoon to give a demonstration of what we love to do. If there are more people interested in helping out, by all means contact me at [sethgw@atccanada.ca](mailto:sethgw@atccanada.ca) or give me a call.

For more information about the camp visit their web-page at [www.campquality.org](http://www.campquality.org). If you are interested in volunteering for the entire week as a companion or know somebody who would be let me know and I can get them involved. Volunteers must be at least 18 years old and meet other criteria set forth by the organization.



## Eduard Tweezer-Hands

By Paul Bornn

I recently started a new project and decided to get Eduard's photo etch to go with it. Well at first I thought this shouldn't be too much trouble as I have built a hundred or so models over my life and was no stranger to photo etch. I was thinking that this was really neat as it included all the tiny little switches and dials for a 1/48 scale aircraft cockpit. I mean, what detail to have every little dial, every little toggle switch, every little button and you get to glue each and everyone of them on individually. That is of course, if you can see the parts, some being thinner than a cat hair and and half the size of a gnat, no problems!

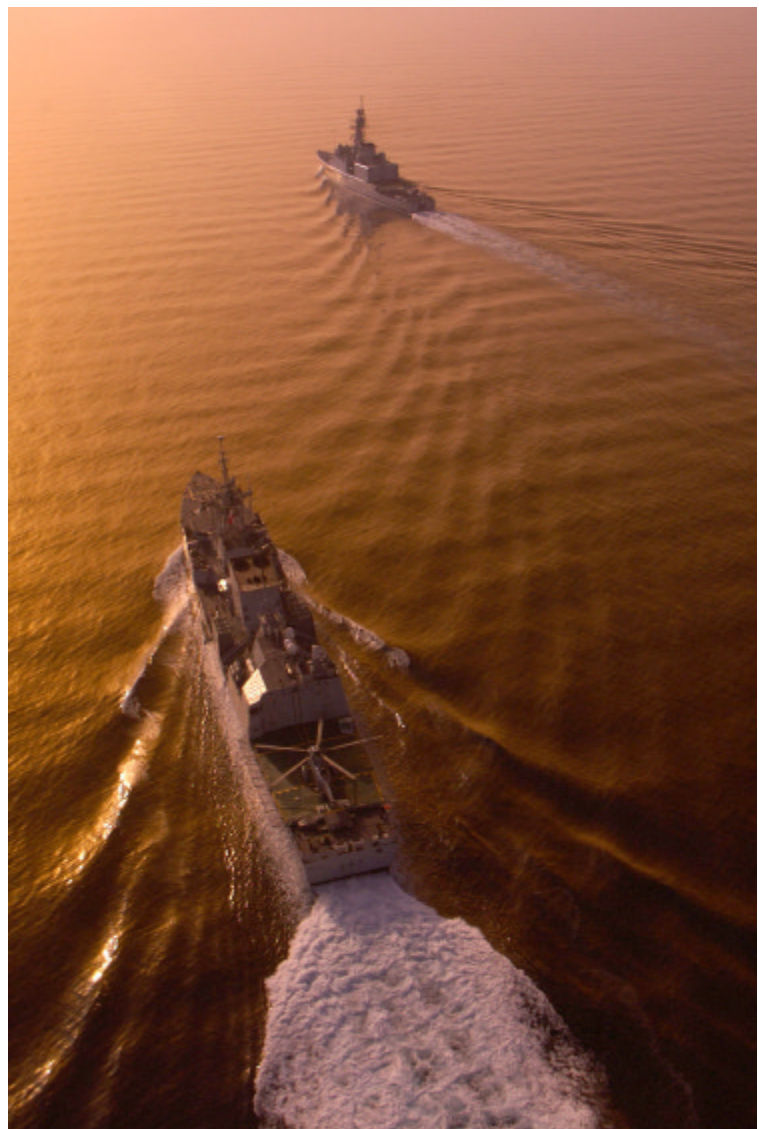
Well I suffer from an ailment known to many, many men as digital-gargantuo or better known as big fingers. This creates some difficulties in taming these half-gnat parts. I mean the micro drop of glue is bigger than the part. So I thought how would Red Green solve this problem?? Armed with my tool box and a roll of duct tape I came up with a solution. I figured I could tape tweezers of various sizes and types to my fingers thus creating fine tipped digitals and allowing me to easily work with my half-gnats. There was however, a terrible side effect of this procedure and it wasn't going to the bathroom, it was in the removal of the tape from my hands. So I am open to any suggestions it the handling of half-gnat parts.



## HERE'S A STRANGE ONE !



I thought I'd throw this one out to you AFV nuts to see what you think. Here is a standard 432 in a strange cam pattern. As you can see, (please print this in colour or I'll look like a real knob!) this 432 wears a three-tone cam pattern of black, light grey, and a rust red. In my time in the British Army, I never seen such a cam pattern applied to any vehicle like it. The markings on the front are also quite strange too. I'll attempt to find out the answer!



HMCS FREDERICTON (left) and HMCS IROQUOIS (right) sail into the sunset in the Arabian Gulf. Photo: Corporal Shawn M. Kent. 6 May 2003