



“By Modellers, For Modellers”

That has always been the motto of IPMS. And over the past half year or so we've tried our best to provide some exciting new things “**For** Modellers” in IPMS Canada. You're reading one of them right now... our new e-newsletter, *beave**R**-Tales*. We've also updated the website as far as it's look and hopefully functionality go. We're going to an email 'pre-renewal' reminder system which will help eliminate some of the renewal forms, envelopes, cheques, and mailing that is part of the system now. We instituted a Junior membership class to make being part of IPMS Canada more affordable for our younger members. We've gone all-colour with **RT**... and gotten it onto a regular schedule. We've given away some great scale drawings of the Blackburn Shark for those who wanted them. We've persuaded a number of vendors and producers to provide discounts to IPMS Canada members. We helped with the Aoshima car model survey (which garnered a couple members some neat prizes). We co-hosted a “*Best Canadian Subject*” contest with Modeling Madness, and we had our aircraft ID contest in the last *beave**R**Tales*, both of which brought the winners some nice prizes. And we're currently working on a few projects which I'll not mention until they come to fruition.

So much for the “**For** Modellers” part. And what about the “**By** Modellers” side of the equation?

Well, for a start, we've asked everyone to help with material for *beave**R**Tales*. We asked if anyone was interested in the position of IPMS Canada Webmaster. We've asked the members who are in Local Chapters to send in some pictures of their chapter events and activities. We had a whole page proposing the idea of an annual IPMS Canada Online Model

Contest and asked for your thoughts and ideas. In every instance the response has been underwhelming, if not entirely absent! OK... I realize that many members may feel that they don't have the necessary skills to be a webmaster. But how much skill does it take to at least email back with an, “*I like this idea*”, or “*have you thought about this...*”, or better yet, “*How can I help?*”.

So come on, readers – Send your thoughts, ideas, comments or material to box626@ipmscanada.com.

You can be less of a “**FOR**” member and more of a “**BY**” member!



WINNERS

We have our five winners in the IPMS Canada “**What the hell is that?**” recognition quiz which appeared in the last issue of *beave**R**Tales*: **Jim Bates**, 20/20; **Mark Wright**, 20/20; **Dave Fletcher**, 20/20; **Mark Peapell**, 19/20, and **Mike Roy**, 18/20. Congratulations to our five winners. They have been sent their prizes. And thanks to all who sent in their answers. Now try *this* issue's quiz!





You can help promote IPMS Canada



It's easy! Just visit your local hobby shop and ask if they would display some IPMS Canada brochures somewhere! This is both good for IPMS Canada (it helps introduce the Society to those modellers who may be unfamiliar with it), and good for the shop (the more interest in modelling, the more business for them). We have some nice brochures and flyers ready to go, and if your shop would like to help, just email us and we'll send you some that you can bring in to them. Or if you'd rather, we can send them directly to the shop. It's as simple as that.

We have a couple brochures and flyers that explain what IPMS is and showcase some of our members' models.



In addition, any shop that hosts IPMS Canada materials will receive an ongoing business card size advert here in *beaverTales*. Now who could say no to that!



MORE HELP WANTED

As mentioned in the last *beaverTales*, IPMS Canada is looking for a new webmaster to replace Kim Elliott, who will be retiring next spring. His or her duties would include:

- Maintaining contact with Executive members in order to exchange information of relevance to IPMS Canada and feature it on the appropriate page(s) of the site
- Soliciting input from Members in the form of images to be featured on Members Models
- Soliciting product reviews and associated information to be featured on News, and the Resources pages
- Participating in monthly Executive meetings, in person or by Skype
- Responding to members' technical queries, suggestions, and criticism

And as for the technical side, requirements would include:

- The ability to work with graphics and text files required by web design
- Creating web pages in Adobe GoLive or DreamWeaver, with the ability to troubleshoot HTML when necessary

- The ability to use FTP to post, modify and delete files on the server
- Patience and technical understanding sufficient to communicate with the individuals manning the Tech Support desk at our ISP, if necessary
- An interest in IT, in order to anticipate future changes that may affect the site

If you're interested in this position, or if you'd like more information, email us at box626@ipmscanada.com. Kim can give you the complete lowdown.



"Go to bed? - but I'm the IPMS Canada webmaster!"

The IPMS Canada “What the hell is that?” recognition quiz answers.

(See page 1 for winners!)



What was the aircraft that dropped the atomic bomb on the Martians in the 1953 movie, War of the Worlds?



- 1 - Douglas B-23 Dragon
- 2 - Canadair CL-84
- 3 - Transavia Skytruck
- 4 - Edgley Optica
- 5 - Republic XF-84 Thunderscreech
- 6 - Republic XF-91 Thunderceptor
- 7 - Hindustan Aeronautics Ltd. HF-24 Marut
- 8 - Caproni Ca-60 Hydro Noviplano
- 9 - Kalinin K-7
- 10 - Northrop YB-49 Flying Wing
- 11 - Caproni Stipa
- 12 - Supermarine (or PB) Nighthawk
- 13 - Gregor FDB-1
- 14 - Rutan Boomerang
- 15 - GAL 38 Fleet Shadower
- 16 - FMA IAe Pulqui II
- 17 - VEF Irbitis I-16
- 18 - A.D. Scout (aka Sparrow)
- 19 - Fleet 50 Freighter
- 20 - North American B-45 Tornado



JN-4D to JN-4 Canuck

a good beginner's conversion

We present an expanded version of an article which originally appeared in RT back in 1971

The Curtiss JN-4 (Can), commonly called the JN-4 Canuck, was the first aircraft to go into mass production in Canada. Approx 1,210 were built by Canadian Aeroplanes Ltd. in Toronto. During WW I large numbers were used for military training both in Canada and the US. Many were subsequently sold as war surplus. Because of its availability and low price, the JN-4 (Can) became the preferred aircraft of many barnstormers in the decade after the war.

The JN-4 (Can) recorded more Canadian firsts than any other aircraft. For example, first mass-produced aircraft, first exported in large quantities, first use of ski undercarriage, first airmail, first aerial survey, and first flight across the Canadian Rockies.

Both the well-known Curtiss JN-4D Jenny and the JN-4 Canuck were developed from the earlier JN-3. However, they were developed independently from each other, and as a result there were several differences in the airframes.

The Canuck had ailerons on both the upper and lower wings, which were connected by a V-shaped strut, while the Jenny had ailerons on the upper wing only. On the Canuck the upper and lower wings had tips of similar shape, while on the Jenny the lower wing tips were rounded. The horizontal stabilizer on the Canuck was rounded while the Jenny's was angular. Finally, the Canuck had a round rudder while the Jenny's was taller and narrower. The drawings below will illustrate these differences. The JN-4 Canuck also used a joystick for control, whereas the Jenny had a control wheel.

To model a JN-4 Canuck in 1/48, you're limited to the only kit around – the ancient Lindberg JN-4D

Jenny, which though not common, can be found if you search. The conversion itself is relatively simple, and so if you've never attempted any kit bashing, this would make an ideal first subject.

Modifications to the wings requires the extension of the lower wing tips. The simplest method would be to cut the existing wing tip off at the first rib location, add a new correctly shaped tip made from sheet plastic, and file and sand in the new rib contours. Ailerons will have to be scribed. The upper and lower ailerons are connected by a thin V-shaped strut which can easily be made from plastic rod.

The horizontal stabilizer can be trimmed to the proper shape and smoothed out. A new rudder is also needed. This is best made from sheet plastic of suitable thickness.

In truth, the JN-4D's engine has a slight downward thrust and the wings have a slightly different stagger, but as well as being difficult to modify, these things are not that noticeable, so for a beginner's conversion, can be ignored.

The basic colour scheme for JN-4 Canucks was overall clear doped linen with a brownish green on the metal parts. Unlike on some artwork, the linen is actually quite a pale colour. The brownish green is probably the wartime PC-10, and similar to a brownish olive drab.

Colourful markings abound for the JN-4 Canuck. Fortunately a number of schemes are available on a set of decals produced by Lone Star Models. They also make a set of resin cockpit details for the JN-4. You can see them at www.lonestarmodels.com



Two photos showing the V-shaped aileron struts to advantage. On the left, in flight somewhere over Central Ontario, and on the right a museum display.



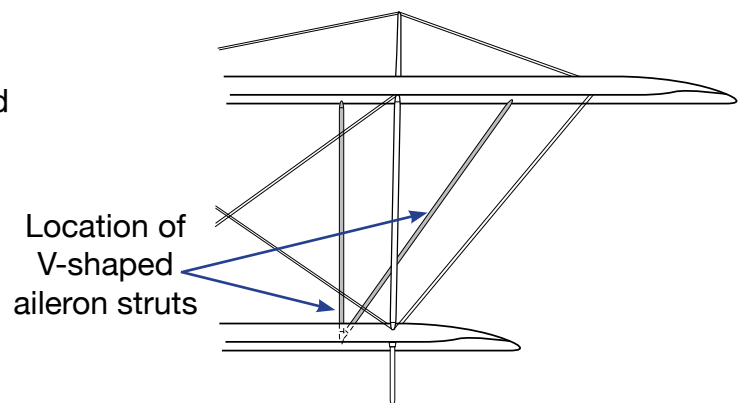
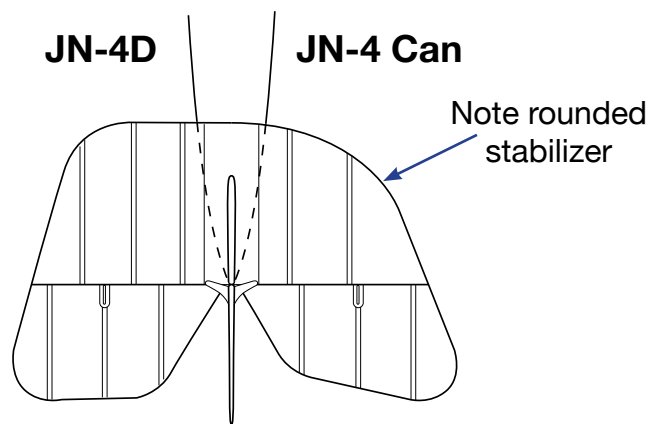
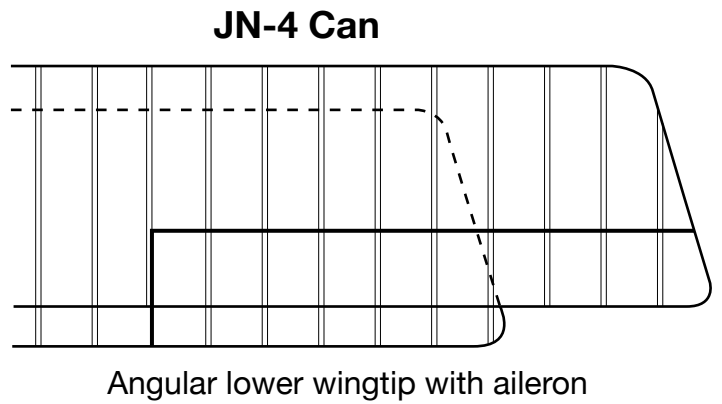
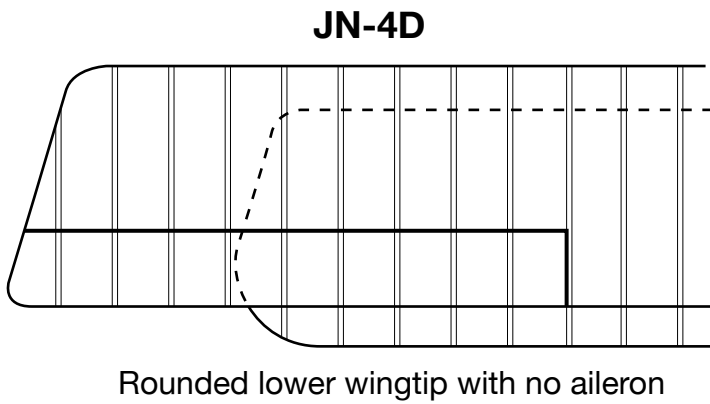
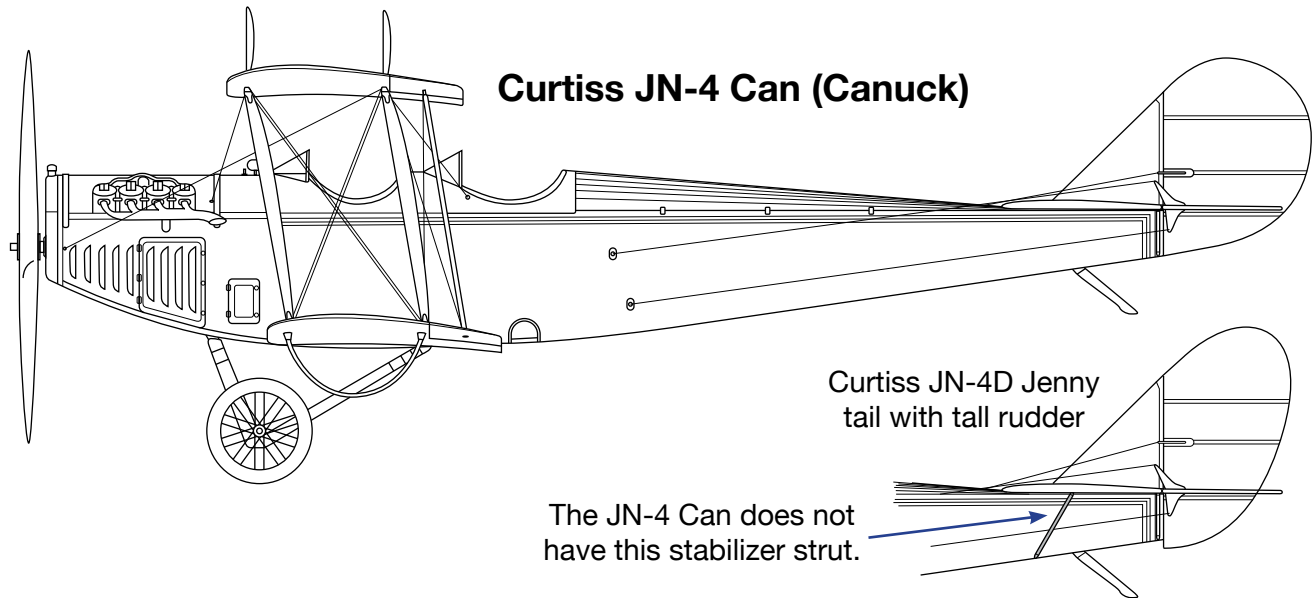
Aircraft C129 encourages viewers to “Buy a Bond”. The fuselage is emblazoned with a fleur-de-lis, and caricature of someone... John Bull, or Robert Borden perhaps?



JN-4 Canuck #C318 fitted with skis for operation on snow covered airfields.



The Lindberg JN-4 Jenny in one of its more recent boxings.





JN-4 Canuck, C696, Camp Mohawk, Deseronto ON. This was the personal aircraft of Capt Vernon Castle, killed in a crash Feb. 15, 1918.

Castle and his wife were the famous “Vernon & Irene Castle” dance team, about whom a movie was made starring Fred Astaire and Ginger Rogers.



JN-4 Canuck, #C368, City of Toronto



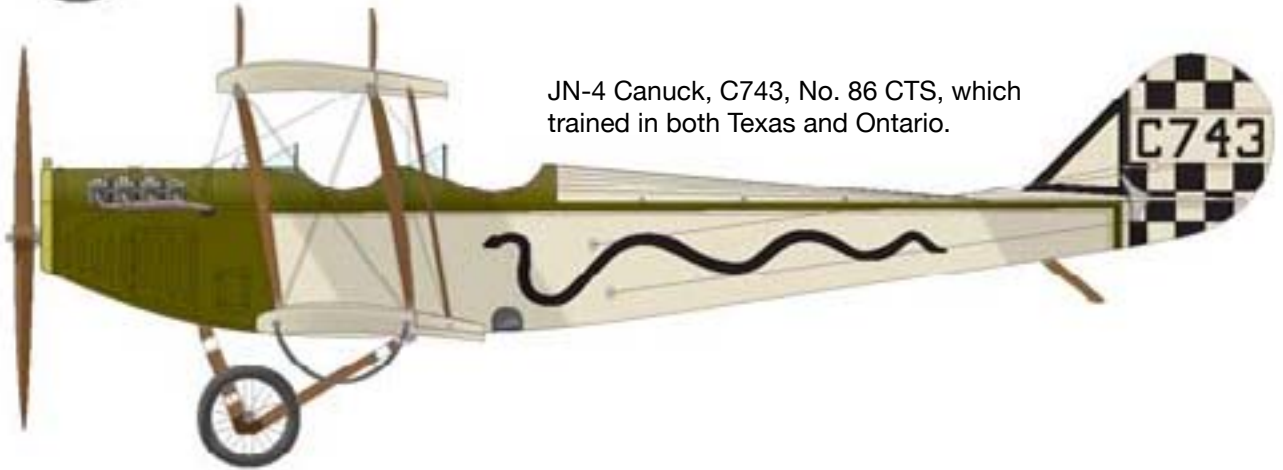
JN-4 Canuck #C300, of No. 81 Canadian Reserve Squadron, Camp Borden, Ontario, 1917.



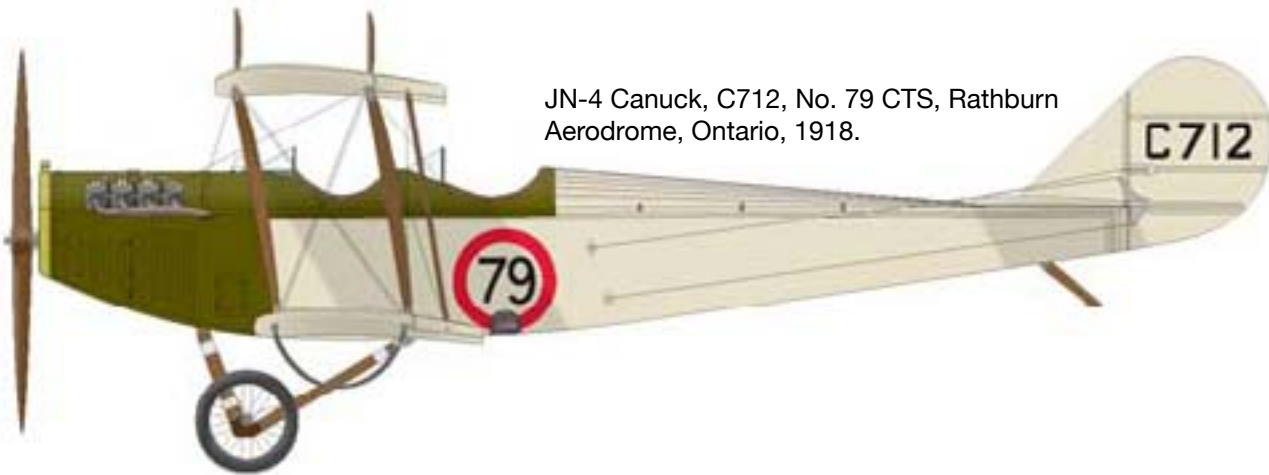
JN-4 Canuck #C130 of No. 89 Canadian Reserve Squadron, CFC Armour Heights, Ontario, winter 1917. Note the different style exhaust pipes.



JN-4 Canuck, C705, No. 85 CTS at Benbrook Airfield, Texas, early 1918.



JN-4 Canuck, C743, No. 86 CTS, which trained in both Texas and Ontario.



JN-4 Canuck, C712, No. 79 CTS, Rathburn Aerodrome, Ontario, 1918.



JN-4 Canuck #C1009 of No. 92 CTS, Armour Heights Aerodrome, Ontario, winter 1917-18



Meet the Members

Meet **Dave Fletcher** (a.k.a. RT Staff Cartoonist)

Dave was born in an old folks home in a foreign country and went to a girls' school under an assumed name, but otherwise had a normal childhood. We'll explain all that later in the article, just to keep you reading.



Dave arrived in Canada with his parents and siblings just before his 12th birthday. In the days before immigrant assistance, the family moved a lot in pursuit of higher wages and lower rents, resulting in seven addresses in four years before settling in Ajax, Ontario. Three years later, Dave went to the RCAF's Personnel Selection Unit at Centralia with thoughts of the Royal Military College in mind. Being found "suitable but in excess of the quota" he was urged to reapply the following year or enlist as a 'direct entry' Radio-Navigator trainee with the prospect of a short service commission on successful graduation. The 'short' kept getting longer and Lieutenant-Colonel Fletcher retired after 36 years and 22 postings in RCAF/CF uniforms. He did five operational flying tours (one as a radio officer and the rest as a navigator) with three on the Canadair Argus, one on the CP-140 Aurora and the last one on NATO E-3A AWACS, including 183 missions covering the former Yugoslavia. With training time on the Beechcraft C-45, Douglas C-47 and Lockheed P2V-7 Neptune he accumulated some 7,900 flying hours – not including more than 1,100 hours as a private pilot. Ground jobs were at station, base, command, national headquarters and international headquarters levels (not much left!). He is a graduate of the Canadian Forces Staff College and the NATO



Dave's Volmer VJ-22

1:1 scale

Defense College in Rome. Since retirement, Dave has dispatched for Citizens on Patrol been Captain of the Canadian Owners & Pilots Association Flight at Courtenay Airpark and spent 13 years with St. John Ambulance as a volunteer, most of that time running the Therapy Dog programme. But you wanted to know about his model-building, right?

Among Dave's earliest toys were wartime recognition models of the Blackburn Skua and a Fairey Swordfish (minus the top wing). His first model was a rather simple balsa glider - a Gloster Javelin. Delta's were much in mind as the prototype Avro Vulcan used to appear fairly regularly over his home. He did see Merit kits in a hobby shop and remembered how confusing it was that all the models in the company line were illustrated on the box top making choice rather difficult. Plastic models really came after arrival in Canada, with the first being an odd-scale Convairliner. Then came an Aurora 1:48th Spitfire and Bf-109; a Monogram B-26 hung on string above his bed in a farmhouse with no electricity, so the candle light



made interesting effects on the ceiling. Ships were solicited for birthday and Christmas as they normally were out of the financial range. A Comper Swift and Stinson Reliant were scratch-built from whatever scraps of plastic and balsa could be mustered, using plans from Air Progress and in whatever scale the drawings appeared. The weekly allowance generally went towards the 30 cent *Aeroplane* magazine. But, the closet door was adorned with a photograph of the Golden Hawks and one of the Canadair Argus from *Star Weekly*, and real aeroplanes beckoned.

The princely sum of \$225.00 per month as a Flight Cadet started the long road towards a modeling stash, which now rests somewhere near 1,500 kits. When an extra \$75.00 per month was added as flying pay there was no limit! Alas, the chosen 1/48th scale was soon exhausted, as nobody was producing models fast enough. Airfix and Revell 1/72 WWI aircraft were used to fill the gap until the Japanese entered the market with 1/50th scale (close enough!). Then marriage intervened...

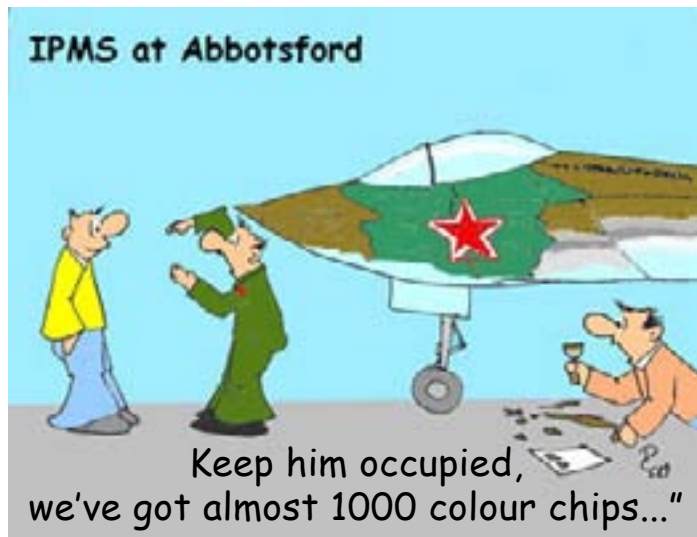
On posting to Winnipeg in 1969 to "cross-train" from Radio Officer to Navigator, a stop was made in

Ottawa and a chance to visit Hobby House. Denis Desmarais signed up IPMS/Canada #390 and told him to look up a modeller named George Hopp in Winnipeg. Well, George (#111), also a navigator, was a member of IPMS Winnipeg and Dave was drawn totally into the web; he has since been a member of IPMS Winnipeg, IPMS Halifax, IPMS Ottawa and IPMS Rhine Valley, as well as serving on the National Executive. Dave's first article for **RT** was "Reversing Evolution", converting an Impact Gloster Gladiator to a Gloster Gauntlet using the Profile Publications as a reference. As **RT** got more professional, so the standard of drawings had to rise to the occasion. Letraset and Paratone and fancy drafting pens became the order of the day.

Most articles and references featured combat aircraft and this left a gap to be filled. Dave set out to concentrate mostly on trainers and support aircraft. "Fletcher's Fleets" covered the Fawn and Finch in greater detail than previously (and hopefully inspired



the vacuform kits that subsequently appeared). The Fleet Fort was the subject of a rather inaccurate drawing for **RT** that was subsequently replaced by drawings Dave did for 'High Flight' magazine - these were based on actual measurements of a Fleet Fort owned by the late Harry Whereatt in Assiniboia, Saskatchewan. That's a story in itself, as your hero managed to arrange to be the liaison officer on an RAF Nimrod heading for the Moose Jaw airshow and thus arrived, tape measure and camera in hand, in style. The fixation with trainers led to the idea of building a model of a Yale - simple enough, right? Well, measurements of a Yale wing by your now-trusty **RT** editor then in Winnipeg did not match those of a



Harvard. A visit to see an actual Yale in a farmyard north of Toronto brought the realization that the wing was more like that of a BT-9 (also generally wrongly illustrated) than an AT-6/Harvard. Another **RT** article was born. A publisher expressed an interest in a book on the Harvard and liked the **RT** article. To cut a really long story short, the publisher's ideas and what Dave wanted his name applied to differed markedly. Tapping the files of Doug MacPhail (later IPMS #5000), visiting the archive in Maxwell, Alabama (as part of a Staff College exchange), those of the Western Canada Air Museum and, of course, Ottawa, put a picture together. Unfortunately, North American Rockwell claimed to be "focused on the future, not the past" so their records remained off limits. Nevertheless, the plan for the book came together. Dave's wife, Carol, formed a publishing company, DCF Flying Books, they mortgaged the house and "HARVARD! The North American Trainers in Canada" was born. Well the mortgage was successfully paid off and there is still a stock of books to supplement the pension cheques.

Through all this, Dave continued to build models, largely Japanese WWII. The array of Japanese kits was supplemented by Allied aircraft in Japanese markings and scratchbuilts, notably a training glider and the spurious 'Omar' and 'Ben' that appeared in early recognition manuals. A string of seven Skyraiders provided a diversion, with three companies making 1/48th scale kits the opportunity to combine and swap parts was irresistible. A local shop in Greenwood, Nova Scotia, wanted a Budweiser wagon built



as a window display. Payment for this was a newly released Monogram 1/48th C-47 and all the glue and paint that could be carried. The C-47 was converted to a 'neutrality' KLM DC-3 that went on to win 'Best Airliner' at Noreastcon and a cash prize in Ottawa - finally a profit from the hobby! Forays into scratch-building, while successful, sometimes led to frustration. A Hawker Sea Fury built by combining an AMT Tempest and a Monogram Typhoon did lead to "Best Naval Aircraft" at the same Noreastcon as the Dako-



ta but then Falcon made a vacuform and Hobbycraft an injection moulded kit. Anything in future will be something like an Airspeed Fleet Shadower that will not see kit form.

"What if" modelling can be fun and Dave's first go at that was a Jet-powered Spitfire using the oth-

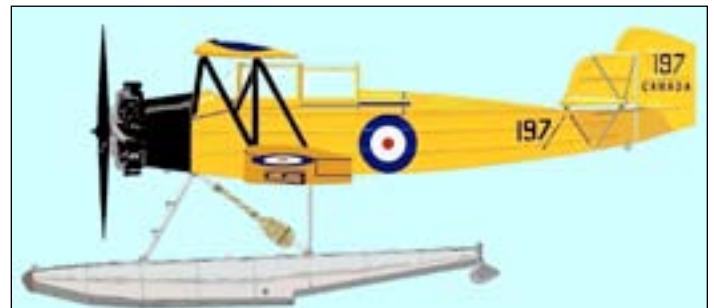


erwise not-too-great Hobby craft kit. A complete, spurious, reference article was written with tongue firmly in cheek. The Grumman XF5F, as a one-off didn't offer inspiring markings, so it was 'recruited' into the RCAF like the NA-26 and NA-44 prototypes. Mosquito spinners and a Harvard ADF loop, with modifications to the canopy and an unissued RCAF serial number applied to the very Canadian paint jog completed that little fun diversion.

Of late, Dave has been updating some of his older work in colour using a free-download French program, PhotoFiltre. This is easier to use than PhotoShop and infinitely cheaper! This same program is used to

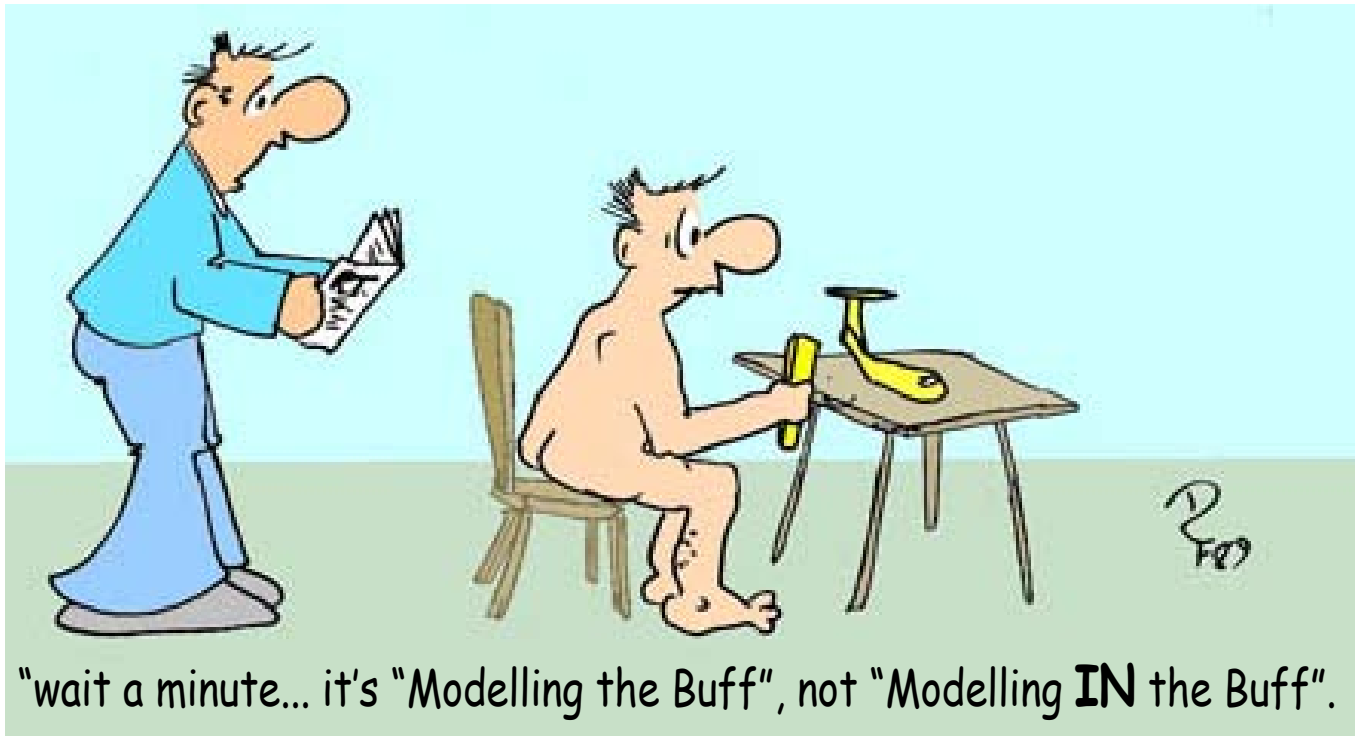
colour all the latest series of cartoons for **RT**. If there is a demand, the older cartoons - some of them classics - could be brought up to date.

Oh yes... that bit at the start. Dave's father was stationed at RAF Llandwrog, near Caernarvon (now Caernarfon) in Wales. The only hospital bed available was in a geriatric hospital, thus his unusual start to life. The private school was 'Highfield School for



Girls (preparatory for boys)' in that the wee lads were welcome until they reached 11 years of age and were then invited to leave before they got interested in the senior girls. With seven Davids in his class, our Dave used his middle name for the six years of attendance.





"wait a minute... it's "Modelling the Buff", not "Modelling **IN** the Buff".

HARVARD!

The North American Trainers in Canada

David C. Fletcher & Doug MacPhail

"**HARVARD!** by David C. Fletcher & Doug MacPhail is primarily about Canadian construction and use, although there is also early history of the series included. It is the only clear, properly researched source of the differences between the major variants.

This is the best balanced book on the Harvard. It is properly researched, and authoritative, includes seven pages of plans, seven colour profi. There are 14 chapters covering the seven different versions used in Canada, wartime and postwar use, Naval use in Canada, film "stardom", aerobatic teams, civilian use and pilot's reminiscences. There are appendices giving capsule histories of all 2000+ aircraft. The emphasis is largely Canadian, but people interested in the Harvard from around the world have been happy with it.

216 pages, 8.5" x 11", hardcover with dust jacket, four colour pages with colour profiles, seven pages of plans, 400+ photo's and more!

Unfortunately, we do not accept credit cards, so cheques or money orders made out to "Carol D. Fletcher" are recommended.

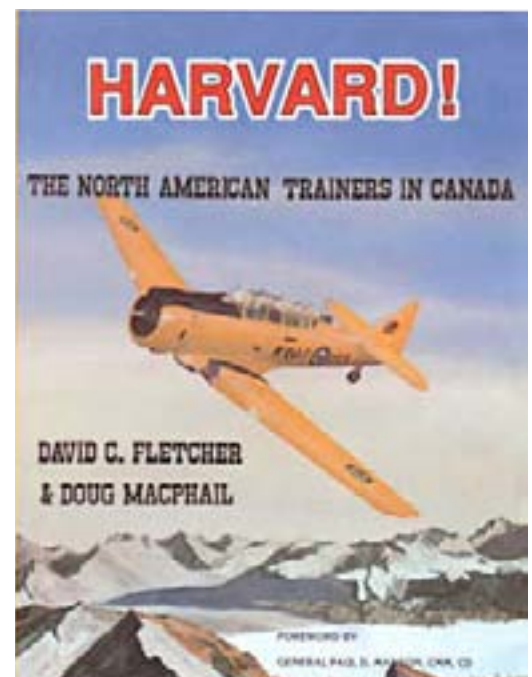
The book is \$US50.00, including shipping in the US. (Within Canada, \$Can50.00 inc. shipping). Elsewhere please contact us for shipping cost.

IPMS members enquire for a discount!

Did I leave anything out? If so, please e-mail: harvardbook@telus.net

or write: DCF Flying Books, 1956 Dogwood Dr., Courtenay, BC, V9N 3B4, Canada

Dealer enquiries invited; please e-mail for terms.



REVIEW

Alliance Modelworks Scale Modelling Ruler Set

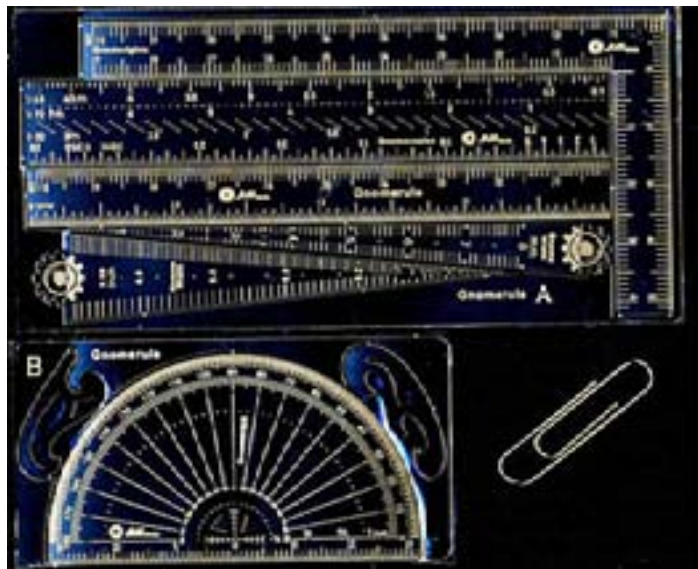
by David Goudie, IPMS #6349

Here's a nifty little set of scales for the modeller. As you can see from the photo the scales consist of a stainless steel photo-etched fret (A) containing a square marked off in centimetres; a ruler marked off in 1/72, 1/48, 1/32 and 1/350 scales, and a ruler marked off in inches and centimetres. There are also two long pointy things that measure hole diameters in inches and centimetres on this fret. Note that I have inserted a standard paperclip into the photo to give an idea of the size of these little guys.

Fret (B) contains a micro-protractor and (2) micro-french curves. I have no idea how the french curves might find a use due to their miniscule size but they sure make for conversation pieces at a chapter meeting. Perhaps someone has a use and the tiny hands to work with them.

The square, the scales ruler, the hole measuring scales and the protractor all have miniscule holes which are probably meant for something and the protractor has a scale on the straight side to measure from centres. I suspect that if the holes have any use at all it is to use a tiny needle point to make the marks that a pencil or such would be impossible to do accurately.

The frets are very finely done and have a tacky clear plastic covering. This covering will hold each piece



as it is detached from the main. Of course once you have removed the scales from the frets and then removed the film you are on your own with respect to the carpet monster.

I can honestly say that I see uses for these scales on my bench and the price is not out of line in my opinion.

By visiting *Alliance Modelworks* you can find many photo-etched products which are hard or impossible to find elsewhere, including screens of various mesh sizes. I also noted at the AM booth at IPMS/USA Orlando 2012 an interesting new product which gives a nicely replicated turning propeller effect for diorama or stand mounted display aircraft. The gentleman told me these were not on the website at that time but "would be soon".

Manufacturer website: <http://www.am-works.com>
Mfr Stock No. TW001 MSRP: \$10.00

1/48 RAF Thunderbolts

OUR NEW DECALS!

1/72 Milestone Aircraft

ILIAD DECALS

334 Sunnyside Ave., Ottawa, ON K1S 0S1 Canada www.iliad-design.com

**CHECK
IT OUT!**

We present here the winner of the IPMS Canada "Best Canadian Subject" award at the recent IPMS UK Scale Model World. This amazing CF-104 was built by the well-known master modeller Albert Tureczek of Denmark.



Build a simple Vacu-former

This is a slightly edited and expanded version of an article that appeared in the Jan 1971 RT, by Ross Hamilton

The construction of this vacu-former is by no means beyond the talents of the average owner of a saw, hammer, and nails. It is, in fact, a 'one evening' project.

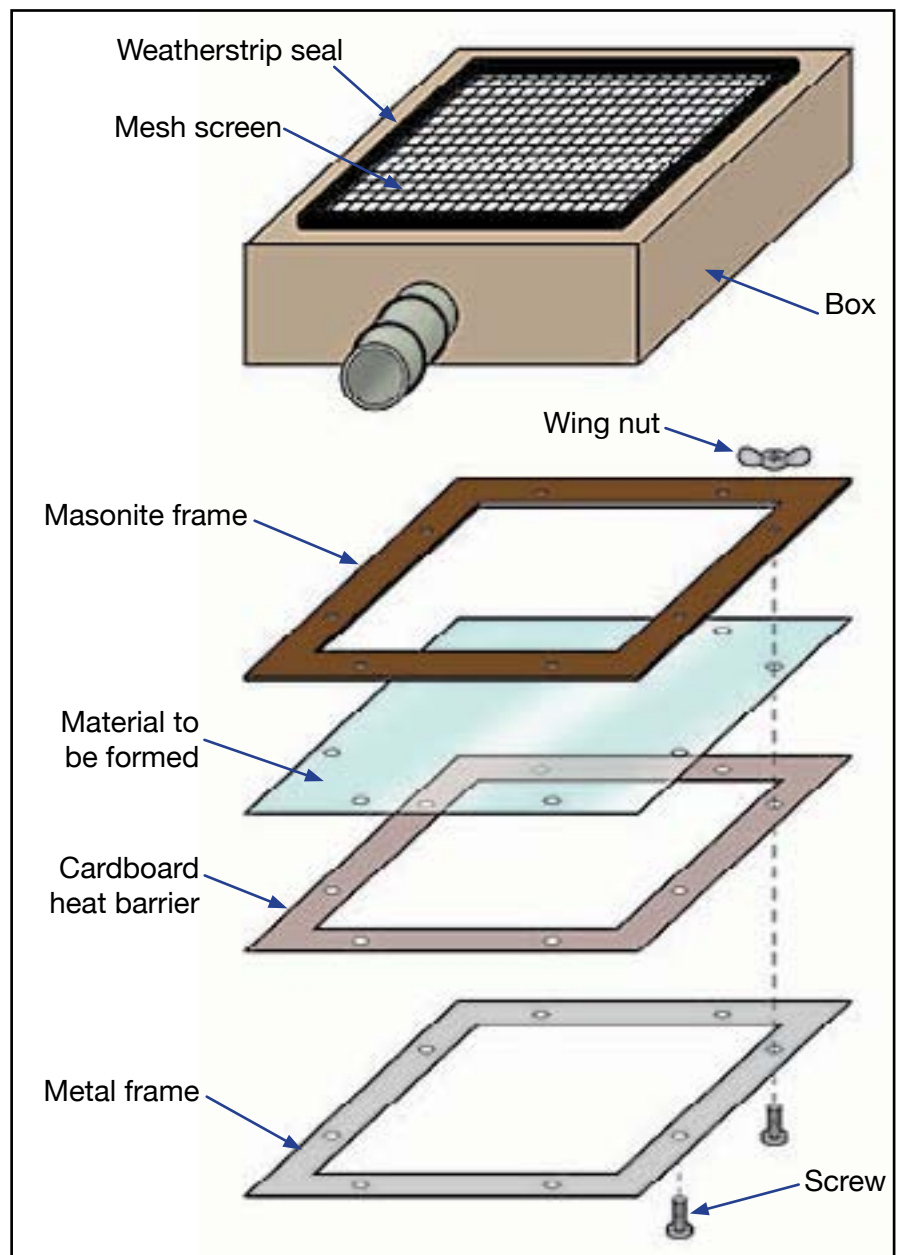
First step – the box. There are no specified dimensions, as the size you make will really depend upon what kind of items you want to vacu-form, the size of plastic or acetate sheet you can get, etc. You might not even have to build a box. Use your imagination. Check in your garage or basement, or maybe visit your neighbourhood Canadian Tire. You'll find things like voltage regulator housings, switch boxes, rigid storage boxes, and other suitable items. If you can't find anything, build one out of plywood or Masonite. Make sure the box is airtight. Use plenty of glue when you build it, and perhaps some silicone sealant to seal any leaks.

Cut a hole in the side to accept a four or five inch length of tubing. This might be a piece of PVC or ABS piping, or whatever else you can find. Affix it securely with glue, duct tape, or silicone sealant. You'll be connecting a vacuum cleaner hose to it, so the sizes should be compatible. Use O-rings or wraps of tape to build it up enough to ensure a snug fit.

An opening on the top of the box will have a piece of mesh covering it. Two layers of window screen will suffice. Use the metal screening, not the fibre-glass kind. If you use a metal or plastic box, epoxy will work well. If you have a wooden box you can tack or staple the mesh in place.

Around the edge of the screen lay strips of sponge rubber weather stripping... the kind with the peel-off paper backing covering a sticky side. This will be your seal between the box and the material being formed.

Second step – the frame. The toughest part he will be finding a suitable item to make the metal bottom frame piece from. If you don't have anything suitable around the house, try a hardware or builders depot where you may find a piece of aluminum or galvanized sheet metal that can be fashioned into the frame. You might also visit an HVAC shop and see if they can cut you something suitable from sheet metal. Two additional similar frames are required, one of fibre or cardboard, and one of Masonite or perhaps 1/8" plywood. These three frames are drilled with 6 or 8 holes to accommodate screws with wing nuts.



The acetate or styrene sheet is cut and drilled using the metal frame as a template. I suggest making a couple dozen at a time, as experimenting uses them up fast.

To use this vacu-former, assemble the frame as indicated in the sketch... the metal frame, the heat barrier (so the plastic won't stick to hot metal), the sheet to be formed (.010" acetate and styrene, and also .015" styrene seem to work well with this), and finally the masonite top piece. Insert the screws and tighten the wing nuts. You now have an assembly that looks something like a little framed window.

The original to be copied is placed in the centre of the screen. It's best to have the master about 1/8" off the screen. Some pieces of modelling clay seem to work well for this.

By the way, this is a kitchen table operation, unless you have a portable hot plate. Otherwise the kitchen stove is your source of heat. Connect the vacuum cleaner to the box and turn it on. With the box close by, heat the plastic in the frame over the burner of the stove. Hold it with pliers or metal tongs, not too close to the heat source, and keep it moving to distribute the heat. You want to soften the plastic, not melt it! When it appears to become taut and feels rubbery to the touch, it's ready to form. Very quickly place the frame over the mesh on the box. The sheet plastic will be drawn down over the master. The weather stripping makes the airtight seal. When it cools you can cut your new canopy or whatever from the surrounding sheet.



A similar vacu-former built sturdily of wood. There is no weatherstripping (yet) on this box.

Further thoughts. If you decide to try this, please be careful. Sheet plastic is flammable, so all you want to do is soften it enough to vacu-form. Too much heat will melt it, and it will probably drip onto a hot burner, and ignite. It is advised that you only try this over an electric stove element, not a gas burner which will be more difficult to control. It's also a good idea to have a small aerosol fire extinguisher handy 'just in case'. To speed up things you may want to experiment with using a bunch of strong spring binder clips. You would have to make sure that there is enough clearance to allow the weather stripping to still make a good seal.



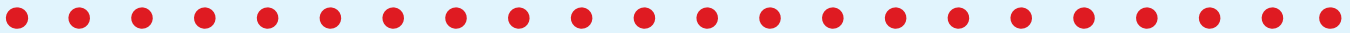
STILL WANTED...

Material for *beaveRTales*. Many members feel that they don't have the skills to write and illustrate articles for **RT** (though the editorial staff is always eager to help new contributors). But everyone has something that *beaveRTales* readers would find interesting! Send in your hints-n-tips, photos of chapter meetings or events, reviews of new kits and modelling items, reports of shows you've been to, those smaller modelling articles (we'll keep the big ones for **RT**), and anything else you think the members might like to see. Did you try a new modelling technique that worked well or failed miserably? Send it in! What are you working on? Let's see some pics of your current modelling project *in progress*! Send in some photos of your workspace – we want to see what your workbench looks like! How neat or messy is it? Did your dog chew your award winning model? Send some pics of the destruction! Do you have any ideas about what we might include in *beaveRTales*? Let us know. Send stuff to box626@ipmscanada.com. If **RT** is about our models, *beaveRTales* is about us!



In this issue of *beaverTales* we bring you yet another quiz! This one is a little different. For one thing, it deals with cars. And for another, we don't want you to identify the vehicle. We want you to tell us what **TV character(s)** (not the actors) drove a similar vehicle, and in **what series**. It should be one of the main characters in a regular series... not films or mini-series. Note that the actual vehicle used in the TV show may be a different colour, or have different trim, or be a slightly different model than the model kit shown here. That's OK... just tell us who drove a vehicle essentially the same as this one, and on what show.

Some are easy and some are more difficult. Some are from current shows and some go back a ways. Some show box art and some show kit parts. This should be fun for all us TV couch potato modellers! Send an email listing numbers 1 to 10 with the character and show. As an example: A – *Thomas Magnum in Magnum P.I.* Send your emails to contest@ipmscanada.com. The three highest scores, or first three received if there are ties, will win some nice prizes.



Example, A



2



1

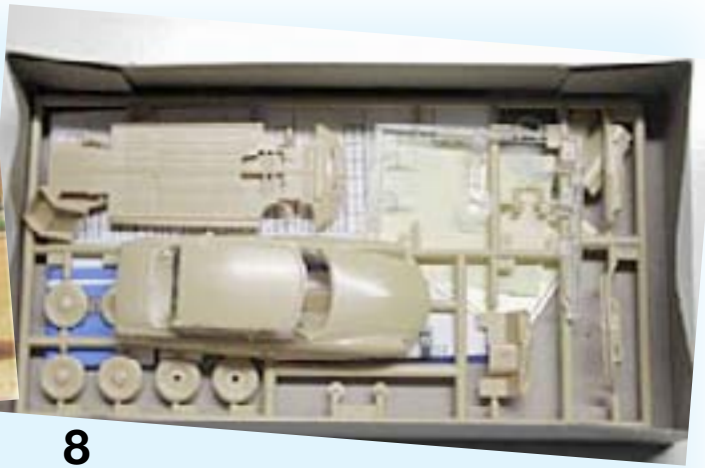


3

Good Luck!



4



8



5



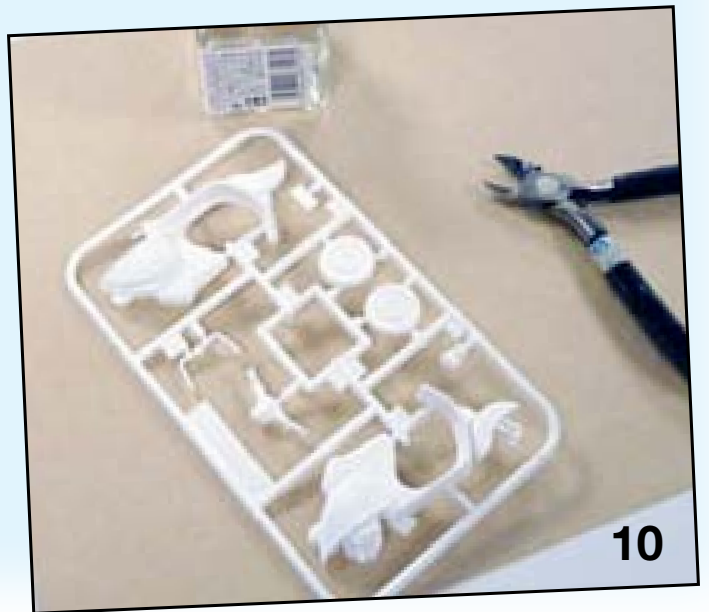
9



6



7



10

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The North Atlantic Aviation Museum, 135 Trans Canada Highway, Gander, NL
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RT Back Issues

As one of the very few IPMS branches that offers back issues of the society magazine, IPMS Canada is evaluating whether it is still worthwhile for us to offer back issues of **RT**.

Until a decision is made all back issues are on sale. So if you have been contemplating filling in gaps in your **RT** collection, this would be a good time, as they may not be around for much longer.

*If you visit the RT page on the IPMS Canada website, you can see an index of all the articles in all the **RT** issues.*

Please note that all back issue prices here include postage.

**Visit the IPMS Canada website
SPECIAL PRODUCTS page
for other items such as lapel pins,
special decals, etc.**

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