



We have our two free sheets ready to go for the next RT (38/1) and then in 38/3. There's a lot of work and some expense involved in this, so after these next two sheets we'll see how it's been received before deciding whether or not to continue.

As for distribution, the same rules apply as for our 50th Anniversary decal sheet. It will only be sent to IPMS Canada members **active at the time of mailing**. This means that if you're late renewing, you're out of luck. We will only print the number we need, so there will be no extras waiting for late renewers or future new members. Nor will non-members be able to buy them. So, if you're a member, you're all set. When you receive your renewal notice, please renew promptly. Let your modelling friends know they're coming, and if any of them would like to get in on this, just tell them to go to the IPMS Canada website where they can easily join – www.ipmscanada.com

So... what are the subjects? Well, as the headline says, it's a mystery. Suffice to say, thanks to several members we have some interesting Canadian aircraft subjects from different periods in 1/72 and 1/48 scales. We would have liked to include 1/32 as well, but unfortunately there is just not enough room on the sheet for all three scales. Hopefully, in the future, members can supply us with suggestions and reference material for some armour and cars as well.

More Musical Twin Otters!

OK... this is starting to get *really* weird! In the last *beaveRTales* we told you about a musical group from Iqaluit called *Koel and the Twin Otters*. Well now it seems that you can't research the DHC-6 online without finding a Twin Otter named group. So in this issue we present, for your listening and dancing pleasure – *Dave Lang and the Twin Otters*. Based in Victoria, they specialize in 1930's trad-style jazz. Here's a YouTube clip of a street performance: <https://www.youtube.com/watch?v=SAPaRrpz2KQ>.

What else is out there waiting to be discovered?... *The Duke Wellington Band*; *Sally and the Mustangs*? And hey... let's not forget *Rory Storm and the Hurricanes*, with Ringo Star on drums – <https://www.youtube.com/watch?v=w2LQ2Q2cpts>



Dave Lang and the Twin Otters



More Marilyn... and Reginald

In the last edition of *beaveRTales*, **RT** editor Steve Sauv  used images of Marilyn Monroe to illustrate a point he wanted to make. Seeing that, our webmaster, Kim Elliott, sent this image of a 19 year old Marilyn Monroe (or as it would have been then, Norma Jeane Dougherty) at work in a defence plant in 1945.

So... just what is she assembling? Well, it's a Radioplane OQ-3, a small radio-controlled drone used for anti-aircraft training. These Radioplane drones, in various models, were built in a plant at the Van Nuys Airport near Los Angeles.

Even more interesting trivia: Radioplane was born as *Reginald Denny Industries*. Reginald Denny served with the Royal Flying Corps during World War I, and after the war he moved to the United States to seek work in Hollywood as an actor. He was successful as a supporting actor in numerous films and made a good living. Like many actors of that era, he took up flying for sport in the 1920s.

One day, while between films, Denny heard some noise next door and went to investigate. He found the neighbor's son trying to start one of the earliest radio control aircraft. Denny tried to help, but instead, they ended up destroying the model. While trying to get it fixed, Denny became acquainted with the newly emerging model industry, and got involved



in the hobby. In 1934, along with a partner, he started a small hobby shop on Hollywood Boulevard, but after two years it went out of business.



Above: Denny with Basil Rathbone in "Sherlock Holmes and the Voice of Terror". Right: Denny at his *Reginald Denny Hobby Shop* in Hollywood.

Denny had meanwhile acquired the rights for a small radio-controlled model aircraft and engine design. In 1939 he demonstrated several improved versions of it to the US Army. Approximately 15,000 of these Radioplane drones were built during the course of the war.





Denny (left) and Walter Righter, designer of the RP-1 (which would evolve into the OQ series of drones), do some test flying.

Denny in an unidentified model workshop – possibly part of the hobby shop.



Above: An OQ-3 drone, its engine running, about to be launched. Right: Another OQ-3, on a somewhat more sophisticated launch ramp.



RCAF 111 Sqn. Kittyhawks in the Aleutians



111 Squadron Kittyhawks flying over a bleak Alaskan mountain landscape in 1942.



111 Squadron pilots and aircraft at Anchorage, Alaska, in June 1942.



Having gone off the runway, AL194, aircraft "V" is hoisted from the water. Note that the red centre of the type B wing roundel has been over-painted with white, except for a tiny red dot. The Thunderbird emblem is carried on the nose.



Armourers servicing the guns on AK905, aircraft D. A small Thunderbird emblem is partly visible below the open nose cowl- ing panel.



Edmonton member Vic Scheuerman's beautiful 1/48 scale model of LZ•V, built using **IPMS Canada's decals** (see next page). Note the non-standard upper wing roundels.

111 Sqn. Aleutian Kittyhawks

Kittyhawk AK863, TM*N, Patricia Bay, May 1942. Aircraft is in standard finish of Dark Earth and Dark Green with Sky under surfaces and spinner.



Kittyhawk IA AK905, LZ*D, Anchorage, Alaska, summer 1942. Standard Dark Earth/Dark Green/Sky finish. The fuselage band, interrupted in way of the codes and serial, is believed to be a pale blue (no Sky paint being available at a US base?). The yellow fuselage roundels have been overpainted.



Kittyhawk IA AL194, LZ*V, Anchorage, Alaska, summer 1942. Finish is the same as the aircraft above. AL194 carries a larger Thunderbird, and the fuselage codes on both sides are underlined.



P-40K, 245954, Kodiak, Alaska, January 1943. The finish is essentially the standard US scheme consisting of Dark Olive Drab upper surfaces and Neutral Gray under surfaces. The spinner is grey, and the fuselage band is grey with thin blue borders.



1/48 decals for these aircraft are available from IPMS Canada. Quantity is limited, so order yours now. For more info go to: www.ipmscanada.com/ipms/ipmsproducts.html

Kittyhawk IA 1047, aircraft 'T', BITSA, Kodiak, Alaska, 1942-43. Standard finish, with the squadron code letters painted out and the yellow fuselage roundel ring reinstated.



BOOK REVIEW

D-Day to VE Day

Valiant Wings Publishing
Review by Jim Bates



This magazine is the first in a new series from Valiant Wings Publishing entitled, Airframe Extra. The concept is to combine history modelling, and profiles into a periodical that will cover a conflict or a campaign.

As can be expected from the title, Airframe Extra #1 covers D-Day to V-E Day. It starts off with a listing of important events from June 1, 1944 to May 8, 1945. This section is illustrated with photos of everything from Dakotas, to a crashed Typhoon, to an aerial view of Mulberry harbour. (While it is an aviation publication, I do think it odd that, given the topic, a photo of a Higgins boat wasn't included.)

Next up are six pages of side views of RAF types by Richard Caruana. The modelling content starts with a step by step build of Airfix's new C-47 by Libor Jekl.

This and the following article on the Airfix 1/72 Spitfire XIX with aftermarket added are excellent and well worth the cost of the publication. Five full pages of USAAF profiles follow, then a Colour Reference chart is included. This strikes me as an odd way to waste a page, but might be useful for modellers who don't have access to the internet?

A Bf 109G, a photo reconnaissance P-38, and a two seat Me 262 are the 1/48 modelling content. Again, all the models are well done and step by step coverage is included. The Luftwaffe profiles are next and then the 1/32 scale coverage begins. First up is an excellent P-47D done by Daniel Zamarbide and then a short Spitfire XIX conversion. The Spitfire conversion is my only real complaint with this publication, as no step by step coverage is provided, which is even more glaring after Mr. Zamarbide's excellent article on his Thunderbolt. The book ends with a page of side views of Russian types.

This is a really neat idea for a series of publications and I look forward to future issues that will cover the Korean War and the Battle of Britain.

The advertisement for 'VALOUR CON 7 SCALE MODEL CONTEST' features a large, detailed model of a yellow and black Spitfire in flight. The text 'START PLANNING FOR' is written in large, red, stylized letters at the top. Below it, 'VALOUR CON 7 SCALE MODEL CONTEST' is written in bold, black letters. The dates 'APRIL 29 & 30, 2016' are prominently displayed. The location is 'St. James English 1735 Portage Avenue Winnipeg, MB Canada'. The schedule is: 'FRIDAY, APRIL 29 4pm-8pm Early Registration & "Meet and Greet"', and 'SATURDAY, APRIL 30 9am-12pm Registration Contest, Displays, Demonstrations and Vendors Awards at 4:10pm'. A 'FREE' badge is visible. The text 'THAT'S OUTRAGEOUS' is written in a speech bubble. At the bottom, it says 'FOR INFORMATION VISIT IPMSWINNIPEG.CA'. Logos for IPMS Winnipeg and VAWC Canada are also present.

BRISTOL 170

"FRIGHTENER"

by Ley Reynolds

with the generous assistance of Fred Harris & Cyril Ferris;
photographs by Fred Harris and Ley Reynolds;
modified kit parts by Fred Harris.

Historical Notes

Looking like a modernized Bristol Bombay, the Bristol 170 was designed to Air Ministry Specification C.9/45 and the prototype first flew from Filton in December 1945. Bristol Freighters were to be seen all around the world in the 1950's and early-60's and are probably best known for the cross-Channel car ferry service between Lydd in the UK and Le Touquet in France. The last Bristol Freighter flight was in Canada in September 2004. Eventually 214 airframes were manufactured in six Marks as shown below:

Bristol 170 Mark I, Freighter – short span wings and tailplanes, oil-coolers under the cowls, Hercules 632/633 engines, and clam-shell nose doors.

Bristol 170 Mark II, Wayfarer – 36 seat passenger airliner, generally as the Mark I but without the clam-shell doors and with extra windows.

Bristol 170 Mark XI, Wayfarer – a version of the Mark II for the Royal Air Force.

Bristol 170 Mark 21, Freighter – long span wings, short span tailplanes, oil-coolers under the cowls, Hercules 672/673 engines and clam-shell nose doors some of which had glazed panels in the lower section (some Mark 21's were later rebuilt to incorporate various Mark 31 features).

Bristol 170 Mark 31, Freighter – long span wings and tailplanes, oil-coolers moved to the wing leading edges, Hercules 734/735 engines with cooling fans mounted at the front of the nacelle, clam-shell nose doors some of which had glazed panels in the lower section and dorsal fin fillet.

Bristol 170 Mark 32, Super Freighter – generally as the Mark 31 but with the nose lengthened by 5 ft., revised fin/rudder/fillet, revised clam-shell doors and seating for 24 passengers at the rear of the cabin.

The Model

The only 1/72 kit of the Bristol 170 is a Mark 32 from Airfix which is now nearly 40 years old. Nevertheless the moulds seem to have remained in good shape and current examples are free of flash and distortion. External detailing is by way of rivets, engraved lines and moveable control surfaces and is only basic, while the "internals" are barely adequate for the



cockpit and non-existent for the hold, despite the option of open clam-shell doors and loading ramps. There are several major errors in the kit:

- the most obvious is the lack of engine exhausts (six per side with a narrow 5 thou' plasticard cover at the rear of the nacelle – see photo)
- the nacelles are decidedly undernourished (difficult to correct easily)
- the fuselage is too shallow and the cross-section is incorrect (for practical purposes impossible to correct)
- the upper wing "stress relieving channels" (six per wing) are missing and must be added (see photo)
- the louvred panel under the wing at the oil cooler (Marks 31 and 32) is missing,
- the Frise-type ailerons and the flaps are incorrectly represented.

So, the modeller must decide which errors to correct, and which ones to live with.

Conversion to the earlier Marks I/II, 21 or 31 is mainly a cutting/filling exercise except for the fuselage nose and doors. The kit parts can be cut/filled/repiled, but there are other options. One is the Magna Models Mark 21 conversion kit, out-of-production but still occasionally available, generally at more than the price of the Airfix kit! This provides the necessary nose, fin/rudder, tailplanes, oil coolers and cowls in resin but does not address the other problems.

Another resin option is a currently available resin set from Platypus Publications consisting of nose, fin/rudder and oil coolers. It's more basic than that above and requires the modeller to do some scratch-

building/conversion work, but it's cheaper. Finally, Hawkeye Models are believed to be working on a comprehensive conversion set, in resin and of very high quality, which looks set to be the best solution for those interested in the Bristol 170, although probably at a commensurate price level. As well as the resin bits, this set will include decals and copies of details from the Bristol 170 technical manual.

If you are more comfortable working with vacu-formed parts, there is a Mk. 31 conversion available from Airmodel which provides a new nose and fin.

In 1/144 scale there is a Mk. 31 vacuformed kit available from Welsh Models which comes complete with RCAF markings.



The Magna resin conversion.



The Airmodel vacu-form Mk. 31 conversion.



The Welsh Models 1/144 Mk. 31

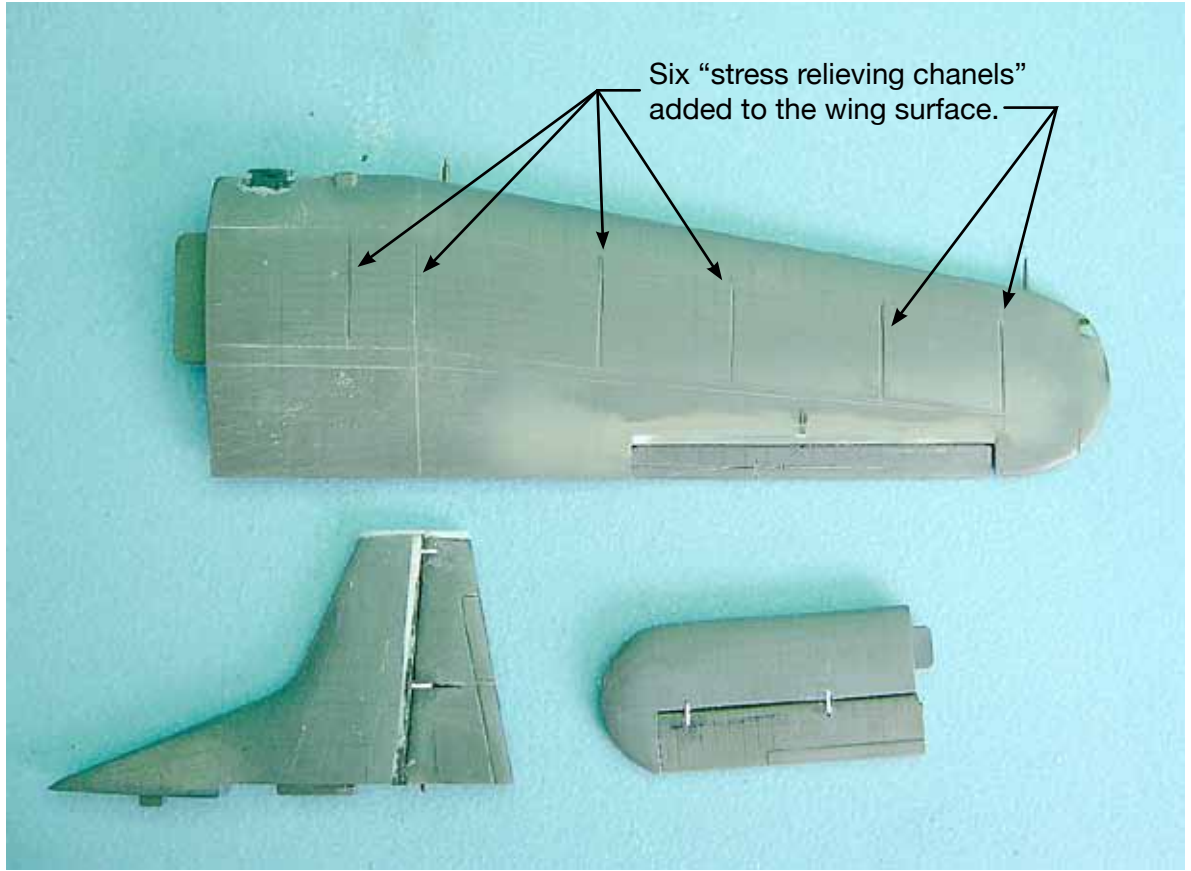


One of the “stress relieving channels” which should be added to the top surface of the wings. Here you can get some idea of how deep they are.

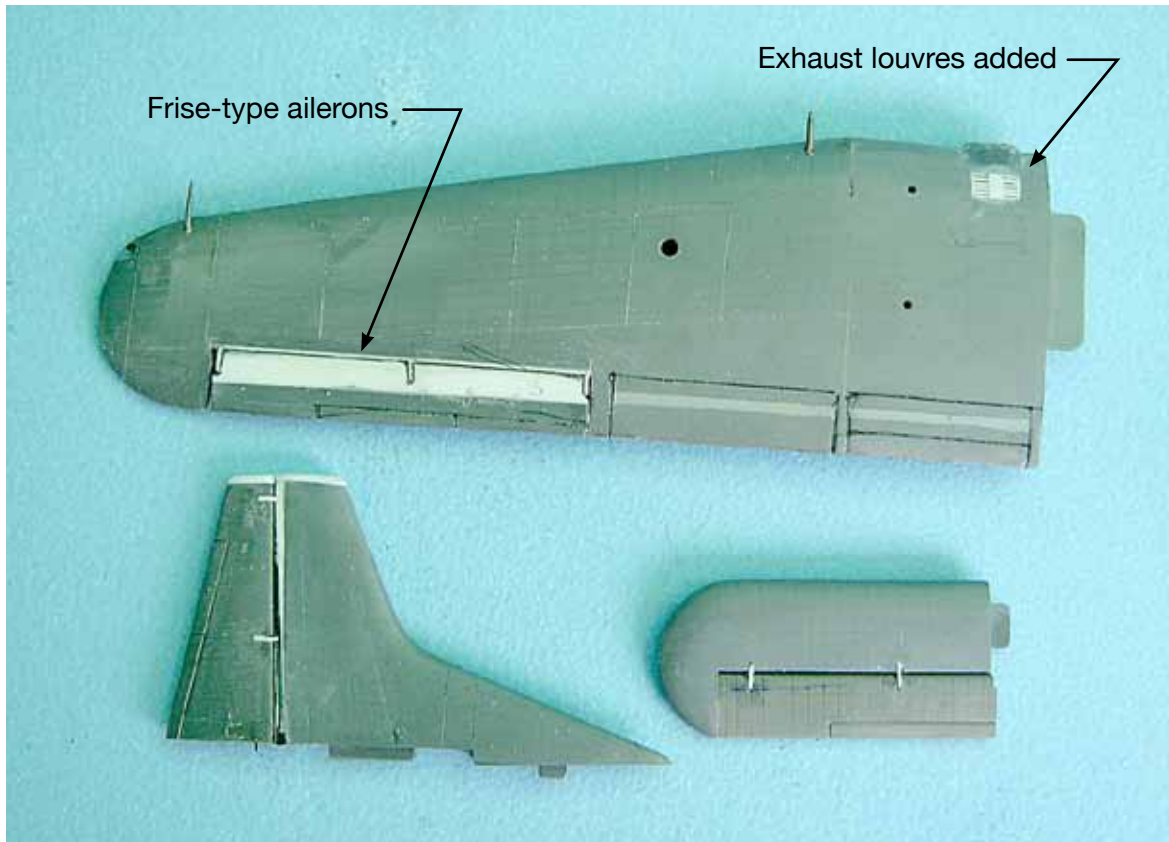
Note the exhaust pipe detail which should be added to the kit nacelles.



Re-worked wing top surface, with added details.



Six "stress relieving channels" added to the wing surface.



Frise-type ailerons.

Exhaust louvres added

Re-worked wing bottom surface.



Beautiful in-flight picture of KC-697 in natural metal finish.

GC-699 in three-colour 1 Cdn Air Div camouflage. Note how the nacelle discolours aft of the exhaust.



Note the windows on the lower front of the nose doors, which will have to be added to your Airfix conversion.



A Freighter either eating or disgorging a Sabre fuselage. All that internal detail will also have to be added if you want to build a Freighter with the doors open.

Another iteration of the camouflaged scheme.



A Freighter in the late grey/white scheme. It has also had a thimble radome installed on the nose. It carries the new flag on the fin, but the 'interim' non-standard roundels with undersized maple leaf.



A Multi-million Dollar Industry Began in Carman, Manitoba!

by Ignace Vangel

Photos via Ryan Toews

In 1966, two English movie producers decided to make a movie on 'the Battle of Britain'. While they were able to find several of the famous Spitfire fighters, there were only two flyable examples of Hawker Hurricane fighters to be found, anywhere in England... and they required three Hurricanes to make the movie. Fortunately for the movie producers, Bob Diemert, of Carman, had a penchant for collecting, restoring and flying these old aircraft at his 'Friendship airfield' located south west of town. In November, 1967, Mr. Diemert had rescued a Canadian made Hurricane fighter from a farm outside of Portage-la-Prairie, Manitoba just before it was to be sold for scrap. He had restored it to flying condition and as a result, he soon found himself flying as a movie 'extra', in his vintage Hurricane, participating in Battle of Britain scenes filmed over England.

While in England he had learned of plans to make a movie of the Japanese attack on Pearl Harbor which involved both American and Japanese aircraft. Since he knew there were no flyable Japanese aircraft in existence, Mr. Diemert decided to spend the funds earned as a film 'extra' to search for restorable wrecks of WW II Japanese aircraft in the South Pacific. In 1968, he bought an airline ticket to travel to Lae in Papua New Guinea. On a stopover in Port Moresby, he luckily met Mr. Bill Chapman, a local pharmacist and an aviation museum pioneer. Mr. Chapman showed him a recent photograph taken of a wrecked Japanese aircraft found on a remote island airfield in the Solomon Islands. Ballalae Island, located just off the coast of Bouganville Island, had a wartime airfield which still contained large numbers of Japanese aircraft wrecks. Though an Australian owned the salvage rights to the island, it was apparently too costly for the metal salvagers to travel to the island, cut up the wrecks and then transport out the smelted metal.. Though relic hunters had visited the island to photograph the aircraft and remove collectible items, the wrecks were still in relatively good condition.

Ballalae Island, a tiny island in the Solomon Islands chain, was only about one and a half miles long, and

in low places it was barely four feet above sea level at high tide. It had once been a coconut/copra plantation but in 1942 the Japanese Navy occupied the island and had brought by ship, 516 British prisoners of war from Hong Kong, to be used as slave labourers in the construction of a 6000 foot long, crushed coral airstrip. The airfield was one of several forward air bases being constructed by the Japanese in their drive towards New Guinea and eventually Australia. Once the runway and taxiways were completed, the surviving prisoners of war were summarily executed and buried in mass graves.

On April 18, 1943, the aircraft carrying Navy Admiral Isoroku Yamamoto, the chief planner of the attack on Pearl Harbor, had been intercepted and shot down near Buin, on its approach to Ballalae Island, by American long range P-38 aircraft. The loss of this popular and competent leader was only revealed to the Japanese people some months later, and the news shook the morale of the Japanese Navy and the entire nation.

Despite its active airfield, Ballalae had been bypassed by the Allied forces. In late 1943 all flyable Japanese aircraft were flown off the island and back to help defend the Japanese naval base at Rabaul, leaving a small garrison of soldiers and the bomb damaged wrecks scattered along the air strip. In November 1945, Australian troops cleared the surviving Japanese forces from the island, and discovered the mass graves of the British soldiers, who were later transferred to Port Moresby, New Guinea for internment in a war cemetery.

On leaving Port Moresby, Mr Diemert had travelled by air to Buin airfield on Bouganville, then via boat to Nieland Island, where he negotiated, via the priest in the Catholic Mission, to pay the Australian salvager \$400 for the salvage rights to Ballalae Island for a year. Travelling by boat to Ballalae, Mr. Diemert found the trees and scrub grasses had reclaimed both the airstrip and the aircraft wrecks. Being near the Equator, the island was a very hot and inhospitable place,

with stinging black ants, water-filled bomb craters and a nearby swamp which generated clouds of malaria-carrying mosquitos. After locating some promising wrecks, he hired natives from nearby islands to cut wide trails through the vine-tangled trees to reach the wrecked aircraft. The natives then helped to cut up and carry out the pieces of aircraft to the shore. He used a tugboat and barge from a Japanese logging operation on Shortland Island, to carry the wrecks from the shore to a ship, which he had hired to transport the wrecks to Port Moresby in Papua New Guinea, for safe storage.

In all, Mr. Diemert made three trips to the South Pacific, making sev-



Val in the Jungle on Ballale (Blake Smith)



Loaded Barge at Kihili (Blake Smith)

eral trips to Ballalae Island. He was able to recover three wrecked Mitsubishi A6M2 'Zero' fighters and an Aichi D3A2 'Val' dive bomber as well as an assortment of other components. He then returned to Canada where in January 1969, he arranged with the RCAF to have a Hercules transport aircraft diverted from its flight path to Australia, to stop in Port Moresby to pick up the wrecks, then return with them across the Pacific to Canada. In return, he agreed to restore a Zero or the rare 'Val' dive bomber and donate it to the Canadian National Aviation Museum in Ottawa.

Over the next four months, Mr. Diemert and his assistant, Chris Ball rebuilt the Aichi 'Val' dive bomber, powering it with an American Wright R2600 radial engine. The Aichi company in Japan provided fac-

tory blueprints for the aircraft and a Japanese journalist helped in translating the data. On November 16, 1970, Mr. Diemert flew the Val to the RCAF base in Portage-la -Prairie, Manitoba. He later flew the aircraft to Ottawa where it was put on display at the National Aviation Museum.

Mr. Diemert and crew then began the laborious task of putting together two Mitsubishi Zero fighters from among his collection of Zero wrecks. Mitsubishi sent copies of the maintenance manuals for the aircraft and also a Japanese technician to assist in their assembly. Eventually two Zero aircraft were completed, powered by American made Pratt & Whitney engines. In 1977, the first Zero was completed, test flown, then sold to the U.S. Marine Corps Museum. In 1985, the remaining Zero was completed and sold to the Confederate Air Force in Texas. In 1989, the remaining Zero wreck and parts were sold to the Blayd Corporation of Carman, Manitoba.

The Blayd Corporation is a fibreglass and metal fabrication business, owned and operated by Dr. John Calverley and his son, Earl Calverley. Dr. Calverley was a highly respected veterinarian and master machinist. Initially it was planned to rebuild an A6M2 'Zero' fighter, using some of the original main components from the remaining collection of airframes and wings. However, as noted by Earl Calverley, the metallurgy tests of the main wing spars, showed these key components had used magnesium alloys, which over the years had been weakened by internal corrosion. As a result, these components were



Wrecks at Port Moresby (Blake Smith)

totally unsuitable for rebuilding. The Calverley's only option was to completely replicate the parts making up the entire airframe, wings and tail surfaces, by using the original parts as templates. No one before the Calverleys had attempted to take on such a massive task.

The project began in 1994. It was estimated at the time that over 60,000 hours would be required to complete the aircraft. Mitsubishi in Japan sent copies of the original plans and an aircraft manual. A Japanese engineering student, took on the translation of the documents in order to improve his English skills. Translating the Kanji characters on the original plans into English proved to be difficult, since the wartime Japanese technical language used on the plans, did not translate easily into modern Japanese. However, the Blayd reconstruction team succeeded in copying the approximately 14,000 parts needed for the assembly of the Zero's fuselage, wings and tail surfaces. Only the original undercarriage legs were used, everything else was made by the Blayd Corporation team. Using the original parts and plans for reference, the workers copied and even improved upon the assembly procedures used on the original air-

craft. The aluminum covering skins were meticulously flush-riveted over the wing ribs and fuselage formers in the same pattern as on the original aircraft. Other parts were carefully bolted or screwed together, again matching the originals. The Calverley team manufactured sufficient parts to be able to assemble three Zero fighters but only one complete airframe was actually completed.

In the spring of 2001, the completed airframe was sold and exported to Tri-state Aviation in Wahpeton, North Dakota, where an American engine and new cockpit instruments were installed. On July 29, 2004, the completed Zero fighter made its first flight, earning the praise of the pilot for its smooth performance in the air. Other accolades soon followed. Japanese



Sections of the Val and A6M2 s/n 3471 at Port Moresby (Barry Flood)



The Val in Carman (Bill Ewing)

aeronautical engineers praised the methods used in faithfully remanufacturing the Zero. A magazine article written in 2008, described the Blayd aircraft as being the “perfect Zero”, and a Japanese film crew was sent to North Dakota to film the aircraft both in flight and on the ground. The “Dakota Blayd Zero” as it came to be known, was obviously considered to be a superb copy of a famous aircraft .

On looking back, it appears the warbirds industry really began when pioneer aviation enthusiasts like Bob Diemert, searched for, recovered and restored the many neglected or forgotten wrecks to turn them into flyable aircraft. Mr. Justin Taylan, the coordinator of the ‘Pacific Wrecks’ website has written about Mr. Diemert’s early work. In an article dated August 2015, titled “Robert Diemert, First Warbird Restorer, Japanese Recoveries”, Mr Taylan commented that “Arguably Diemert is one of the first ‘warbird’ restorers in the world.” Reading the article, there can be no doubt that Mr. Diemert’s pioneering work contributed to the beginnings of a new industry.

Dr. John and Earl Calverley of Blayd Corporation, by copying the original parts to completely remanufacture a new aircraft, took the restoration of vintage aircraft to a new level of professionalism. Their use of original parts as templates, is now accepted as part of the restoration/rebuilding process used in recreating many other famous warbird aircraft.

As Mr. Diemert recently remarked, “the recovery and restoration of vintage warbirds has become a millionaire’s hobby”. His early recovery and rebuilding work, has long since morphed into a major industry. Specimens of World War II aircraft are now being recovered from glaciers, lakes, rivers, and marshes across North and South America, Greenland, Europe, Africa and the South Pacific. Once salvaged, the recovered warbirds are often sold to museums or wealthy col-

lectors who subsequently spend a lot of money to have them copied or restored for flying or for static displays. Vintage aircraft restoration businesses have sprung up in Russia, Australia, New Zealand, England, Germany, Canada and the United States. It has become a multi-million dollar collector’s industry, catering mainly to multi-millionaire American collectors. It is said to rival in value the collection of fine art or historical relics of antiquity.

Though the recovery and restoration of vintage warbirds has now become a multimillion dollar industry, it can truthfully be said that the industry had its humble beginnings in Carman.

Sadly Dr John Calverley DVM, passed away in March 2015 after a long illness.

This article was written to recognize the work of Bob Diemert, Dr. John Calverley and Earl Calverley for their contributions to the restoration and preservation of vintage aircraft .



Above & below: The first Zero (Bill Ewing)





**Bill Zuk reports on
IPMS Winnipeg at the
Manitoba Mega Train Show**

IPMS Winnipeg (The Valour Road Chapter) was part of the Manitoba Mega Train Show and Sale held September 27–28, 2015 at the Canlan Sports Centre, in Winnipeg. Now in its fourth successful foray, this show and sale coordinated by Maurice and Susan Dore from Vector Garden Trains has moved into a huge 17,000 square feet venue that incorporates scores of model train layouts, club displays as well as commercial and private sellers.

In previous years, the Mega Train Show and Sale was exclusively for train enthusiasts, but for the first time, in this year's program, model clubs were also

invited to share their hobbies with the public. Besides the IPMS display, the Winnipeg Model Boat Club also had taken up the offer to participate in the two-day event.

One of the great aspects of the Mega Train Show was that a great deal of attention was paid to make it a family-friendly activity, with the admission including unlimited rides on the 7 1/2" gauge MegaTrain. Besides that, the entire centre section of the huge exhibition hall was taken up by a Lego display, face painting, a balloon artist, drone exhibition and "makerspace" project area where kids of all ages could get involved.

The Mega Train Show featured huge attendance figures in the thousands, that also attested to the popularity of model trains, rekindling the inner child in all of us. For model clubs, it was also an opportunity to meet many members of the public, and to show how interesting and creative the art of modelling can be. We'll be back next year!



IPMS Winnipeg Display:

L-R: Rod Boresky, Matthew Jarczyn, Doug Roberts, Bill Zuk, Steve Curll, Ray Bean, Ted McCallum

Visitors marveling at models on display in the background, while the 7 1/2" gauge MegaTrain chugs in the foreground.





The family area.

Some of the Winnipeg Chapter's models on display.



Part of the model train layout.

AJAX 35 Show Report

By **Harvey Low**, C4543
IPMS Toronto Chapter



So, we are now 35 years young! The Ajax Scale Model Contest is an annual event, held every October in the Toronto area. It has been organized for these past 35 years by IPMS Toronto, the Peel Scale Modellers, and IPMS DeHavilland. Since 1980, the Ajax Scale Model Contest has continued to grow in space, vendors and foot traffic, enjoying immense popularity in the modelling community and among the general public. This year we attracted modellers from Toronto, eastern and western Ontario, Quebec, as well as the north eastern United States, including New York, Pennsylvania, Ohio and Michigan.

Aerospace, Multi-Engine, 1/72

- 1st: Bill Dedig - B-10
- 2nd: David May - Bristol Blenheim
- 3rd: Wayne Giles - Dornier Do 17Z



Military Vehicles, Fully Tracked AFVs, 1939-1945, Axis, 1/35 & Larger

- 1st: Dave Price - Hetzer
- 2nd: Dave Price - M13/40
- 3rd: Jim McIntosh - Ha-Go
- Hon. Mention: Paul Green - Jagdpanther

Dioramas, Intermediate & Jr., All Scales, All Eras

- 1st: Matthew Humphries - A Bridge Too Far (voted *Best of Show – People’s Choice*)
- 2nd: Matthew Humphries - WW I German Airfield
- 3rd: Matthew Humphries - D-Day

Automotive, Competition, Closed Wheel, 1/24-1/25

- 1st: Glen Norris - 1982 DRM Zakspeed
- 2nd: Doug Bowerman - M&Ms NASCAR
- 3rd: Alain Cadieux - McLaren MP4 - 12C GT3
- Hon. Mention: Dave Walker - Saline Solution





from
Iain Fraser, C4123
Burlington, ON

I was browsing through the back issues of *beaveRTales* and came across the article on the mythical RCN Si-204. It ended with a Question: "I wonder if anyone has ever actually built one?"

Well, yes... some took up the satirical banner and waved it happily. Way back at the March 1990 Sir Isaac Brock Chapter (St. Catherines, ON) monthly meeting I presented my interpretation. I had used the KP kit with scratch built MAD boom, arrester hook, radome, and the Rayovac 'D' cell powered searchlight. It was all meant in fun



and to try out some newly minted scratch-building skills. The actual model has long since disappeared, but I did manage to find a few pictures of it. Isn't it interesting how the most silly things can turn into Urban Legends!



1/72 DHC-6 Twin Otters

NEW!

See them all
on our website!

1/48
**National Guard
P-47s**

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from **Allan Murrell**

I have great pleasure to tell you all that **MIG Jimenez** (www.migjimenez.com) is honouring our club by doing a presentation at **HeritageCon 10!**

This is being arranged and sponsored by Hornet Hobbies, IPMS Hamilton and the Canadian Warplane heritage Museum. This is his only North American appearance in many years and the only one this year!

He is a major star on the world-wide modelling scene as many of you will be aware, and he has offered to do a Presentation for Hornet Hobbies on Saturday March 19th and one at our show, **HeritageCon**, on March 20th. He will also be at the museum for a meet and greet with paid members only while we set up on the Saturday night from 5 till ≈8.

I hope like me you are excited about this and this takes our great show to the next level!

CELEBRATING TEN GLORIOUS YEARS

COME AND BE PART OF
CANADA'S GREATEST PLASTIC SCALE MODEL SHOW



**HERITAGECON
TEN**

Sunday, March 20, 2016

CANADIAN WARPLANE HERITAGE MUSEUM
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