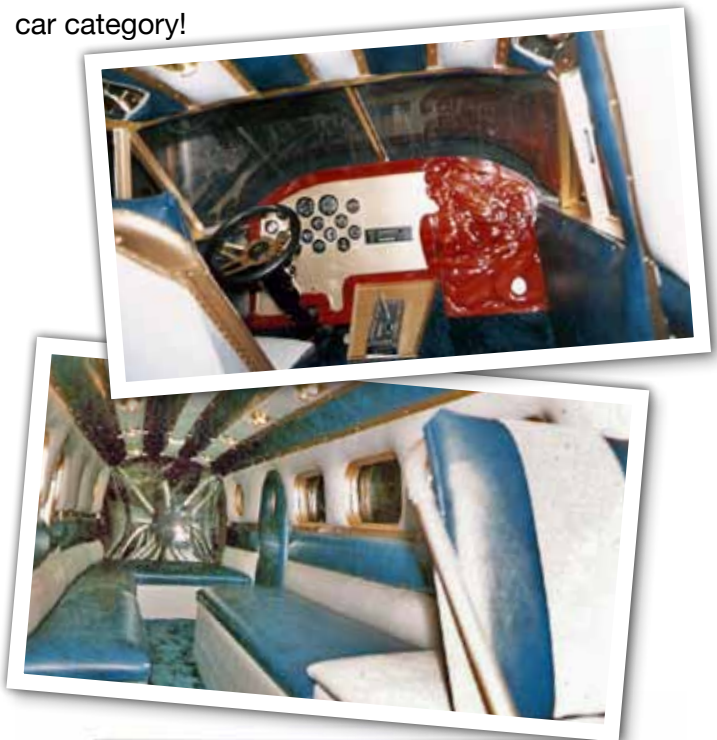




WHAT WAS THAT?!

We've been inundated (well... not quite) by emails asking what that thing was on the front of the last *beaveRTales*. Well, it's a Beechcraft 18 converted into a limo/minibus. Might be an interesting conversion, should any one like to try. Of course the question then arises as to whether it's entered in the aircraft or car category!



Well... maybe... or maybe not!

Some members have asked what the chances are for more free "IPMS Canada members only" decal sheets being produced in the future. The subject was, in fact, raised and discussed briefly at the last National Executive meeting. It was felt that we should see what you, the members, thought of the idea. As George asked on the front of the last issue of *beaveRTales*, "... **how did you like it?**"

Even if you can't contribute to a possible future decal project, at least let us know whether or not you think we should do this again. It takes a lot of work researching and preparing the decal artwork and then the **RT** articles, so do let us know if we should carry on or chuck the whole idea. And if it goes ahead, what would you like to see?

Personally, if we do this again I'd like to see, in addition to aircraft, some other things... maybe some cars. I know there are a lot of car modellers out there so maybe some of them will chime in with ideas.



Canadians and the Corsair

by
Jim Bates C6008
Seattle, WA



Corsair II coded "147/P" of 1836 Squadron landing on the USS Essex after an op on August 9, 1945. (National Archives via Dana Bell)

The Vought F4U Corsair is one of the most iconic World War Two fighters, well known because of its fame in the Pacific theatre, its unique gull wing, and its screen time on the 1970s television show *Baa Baa Black Sheep*. Operated by the U.S. Navy, USMC, and the British Fleet Air Arm, the Corsair is the most famous aircraft of the Royal Canadian Navy that was never actually flown by the RCN. (Canadian

pilots flew aircraft on strength with the FAA.) Two of Canada's most remembered naval aviators- Canada's only Corsair ace Donald J. Sheppard and Victoria Cross winner Robert Hampton "Hammy" Gray - flew Corsairs, but so did many less remembered Canadian pilots, many who made the ultimate sacrifice.

The Fleet Air Arm operated the "Birdcage" Corsair as the Mk. I, the later blown canopy F4U-1 as the Corsair Mk. II, Brewster built examples were the Corsair Mk. III, and Goodyear built FG-1Ds as the Corsair Mk. IV. While generally identical to their US counterparts, there were a few small detail changes such as a scoop on the rear fuselage and clipped wingtips in order to fit into the smaller hangar bays of the Royal Navy carriers.



Corsair IV KD244 of 1842 Squadron from HMS Formidable. This photo was taken after Sub Lt Duke landed on the USS Shangri-La on July 7, 1945, after an op. The aircraft crashed upon return to the Formidable just hours after this photo was taken. (Photo courtesy of the National Archives via Dana Bell)

The Corsair in Scale

As expected with such a famous aircraft, there have been a plethora of Corsair kits issued in all the major scales. If you are looking for the best F4U-1 in 1/32, 1/48, or 1/72, just turn to Tamiya; they have the Corsair market cornered.

By all accounts, the Tamiya 1/32 Corsair is a stunning kit. It was issued as a “Birdcage” Corsair in 2013, a F4U-1A in 2015, and many hope that a F4U-1D will be issued in the near future. This is a complex and detailed kit and is certainly in the running for best plastic kit ever. Sadly, it has a high price to match its quality, but if you are looking for one large scale Corsair for the shelf, it is clearly the way to go.

Tamiya has also issued the best Corsairs in 1/72 and 1/48. Both are well-engineered and assemble easily. Again, multiple versions of the -1 Corsair are available, and, in 1/72 at least, the F4U-1A is a value boxing, as it has all the parts necessary to build either a F4U-1A or a F4U-1D.

In 1/48, both the Hobbycraft (also issued by Academy) and Otaki Corsairs offer value alternatives, but



The large Tamiya 1/32 Birdcage Corsair build by Tony O’Toole to represent JT132 of 732 NAS, Brunswick, USA. This Corsair collided with Corsair JT160 over Lake Sebago on May 16, 1944, killing both pilots. The remains of this Corsair and its pilot, Sub. Lt. Vaughan Reginald Gill, have been discovered at the bottom of Lake Sebago.

neither can match the detail or the ease of assembly of the Tamiya kit. There is a recent Hobby Boss kit that is almost as expensive as the Tamiya kit, but not nearly as nice a model. The Hobby Boss Corsair Mk. 2 boxing does come with the clipped wingtips, but is missing the remaining Fleet Air Arm modifications.

While not a bad kit, the Tamiya will provide a more enjoyable building experience and result in a nicer model.

Almost every kit maker has issued a Corsair in 1/72. As stated above, Tamiya is the best kit in the scale, but Academy has a nice 1/72 that is an excellent value at right around \$10. Also, the older Hasegawa kit is still competitive, if you can find one at a good price. (It is often reboxed by Hasegawa with new decals at outrageous prices.) Revell AG recently issued a 1/72 Corsair, but while the price is



Tony O’Toole’s 1/48 Hobby Boss Corsair build using Fundekals to model an aircraft of 1836 NAS flown off the HMS Victorious.

nice, it has accuracy issues and odd engineering choices that make it a less than enjoyable build. I had hoped the kit would offer a budget option compared to the Tamiya kit, but it was a huge disappointment. Hobby Boss has done a F4U-1 in 1/72 as an “Easy Assembly” kit which looks quite nice despite the lack of detail in the engine and the cockpit. Unfortunately, Hobby Boss molded large grooves into the bottom of the wings to fit the rocket rails and for all FAA Corsairs these grooves will need to be filled.



above: The Revell 1/72 Corsair was built by Tony O’Toole as a Corsair Mk II from 759 NAS based at Yeovilton as part of the Naval Fighter School.



left: Tony O’Toole’s 1/72 Tamiya Corsair built in the markings of Hammy Gray’s VC winning aircraft.



RCNVR pilot Robert Hampton “Hammy” Gray at the New Hotel Tanga in September 1942 (Photo courtesy of the Fleet Air Arm Museum.)



400 SQUADRON



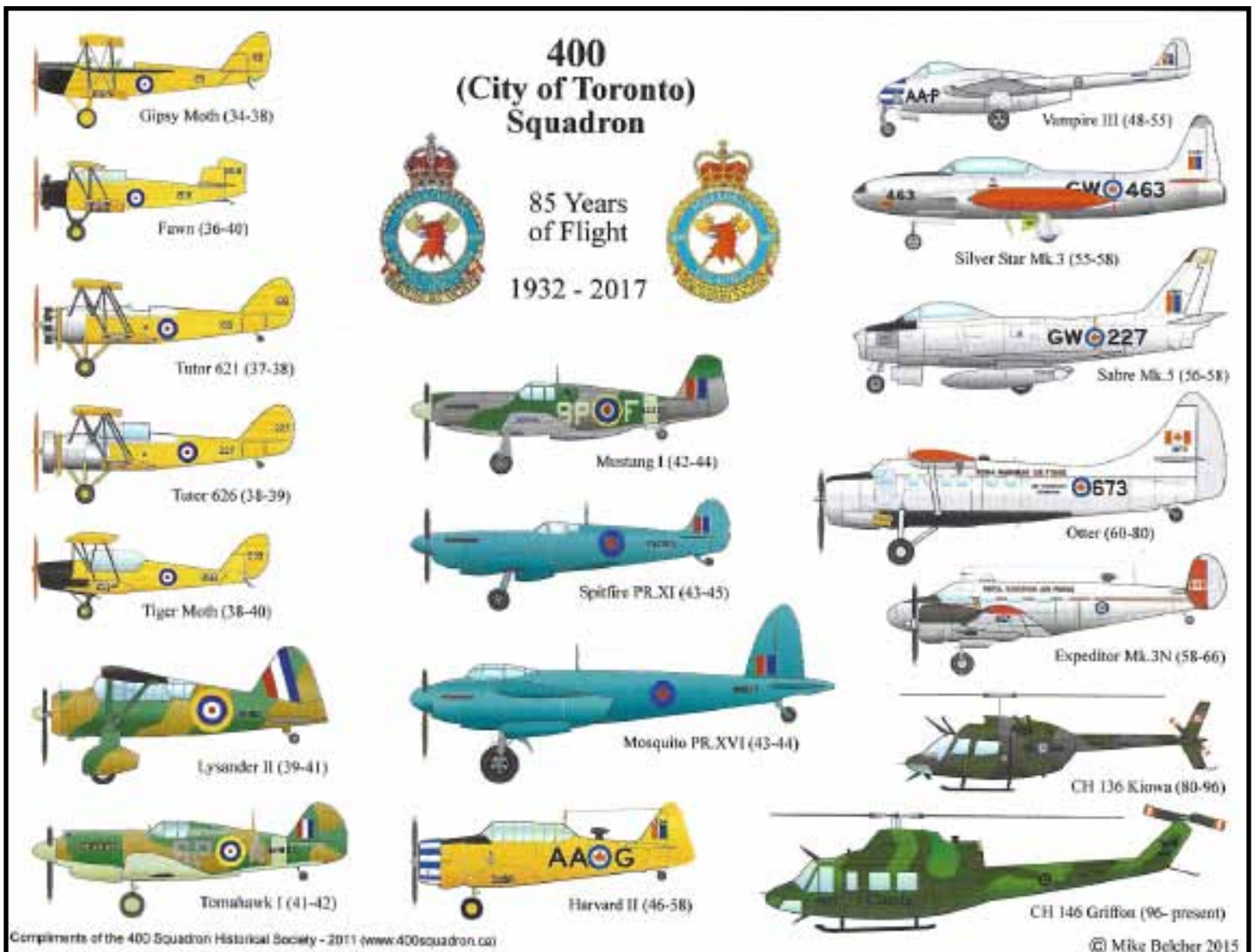
NEEDS YOUR HELP!

Canadian aviation author and historian Carl Mills writes that 400 (City of Toronto) Squadron is celebrating its 85th anniversary this year. As part of the events they are putting together a display of models showing all the aircraft flown by the squadron since its inception. This is made somewhat challenging by the fact that the display will be to 1/144 scale. Of the 18 types flown (see the anniversary poster below), they have so far gathered 12. Three of the models/kits are rare and on their behalf we ask whether any member might have one, or knows where to obtain one. These types are a Lysander by Fox One; a Kiowa by Fujimi or Hasegawa; and a CH-146 Griffon.

The closest kit for this would probably be the Fujimi UH-1N, which would have to be modified.

The final three aircraft have never been done in 1/144, as far as we know. These are the Fleet Fawn, Avro 621 Tutor, and Avro 626. Does anyone have any ideas about how these could be made? Are there any scratch-builders who would like to assist with this project? Are there any members proficient in the world of 3-D modelling and printing who would like to have a go?

If you can help, 400 Squadron would welcome your input. Please contact Carl at: carlmills@rogers.com, or by phone at 416-495-0907.



The following article surveying affordable 3-D printers is an updated and edited version of one which appeared in IPMS Livonia's (Michigan) May 2016 newsletter. That article was originally titled **10 Affordable 3D Printers You Can Get Right Now**. The material was somewhat dated at the time, as a survey now shows five of the companies are no longer in business! There's a lesson to be learned here. You're probably better off looking for a 3-D printer that is actually in production and available commercially from a reputable company than something still in development by a couple of kids living in their parents' basements. (Not everyone is Jobs & Wozniak!) One model on the original list even had it's Kickstarter funds embezzled by one of the partners! So... after editing out the dead wood, we've changed the title to ...

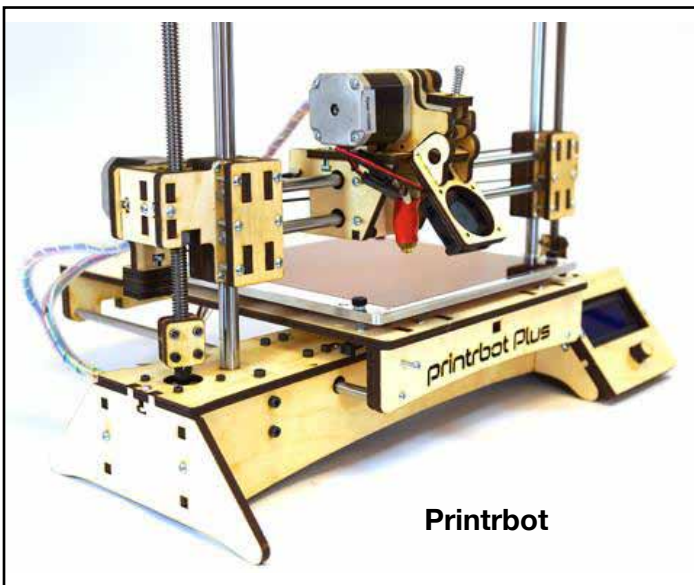


Five Affordable 3-D Printers That You *Might* Get Right Now

Another advisory: While these look like you could make some interesting things, this is just the printing end of the formula. While a printer might be “plug-&play”, the overall process is not. The 3-D software required to actually create usable items will probably have a steep learning curve. So if you are not especially conversant or comfortable with such software you might be well off to find a modelling friend with the right skills to work with you on making parts.

Like most of us who build models, when the idea of a 3-D printer first came out the possibilities seemed endless. Then we saw the price tag and realized where the end was... the beginning of that price tag. Fortunately, with the passage of time, prices have come down a lot. So take a minute and hit a few of the websites and see if any of this info is something that you would find useful. At the very least you can see what the state of the technology is. And if you're interested in it, try searching for other companies which have undoubtedly arisen since this article was first written.

1. Printrbot

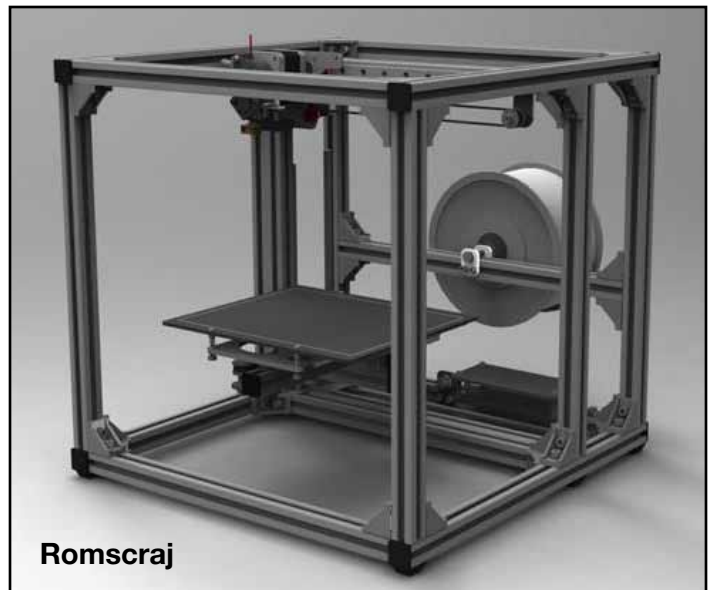


Printrbot

If size is a problem then Printrbot is the solution. It has 4 different variants of 3D printers of different sizes and features. There are kits you can assemble yourself and save about \$150. They've made their 2015 printers very customizable to your needs as you can buy add-on parts where necessary. It works with both ABS and PLA filaments to print your 3D creations.

Price: \$259 – \$999 – <http://printrbot.com>

2. Romsraj



Romsraj

Romsraj is a relatively new company based in Singapore which builds and sell 3D printers. As this is written they have 2 printers of different sizes for sale: one a portable printer, called Portabee 2015 Go, which is foldable for convenient transport or storage. The other is a desktop printer (pictured above), made from aluminum and stainless steel.

Price: \$375 – \$500 – <http://romsraj.com>

3. The Buccaneer

The Buccaneer is a fully assembled 3D printer that works out of the box. What's great about this printer is that it's Wi-Fi enabled, allowing you to communi-



The Buccaneer

cate with it via an iOS/Android app. The app allows you to browse for things to print based on category. You can customize the size and adjust its shape on the app before sending the blueprints to the printer. The plastic material that it uses is food safe, so you can print bowls or plates with it.

Price: \$399 – \$999 – <http://pirate3d.com>

4. RoBo

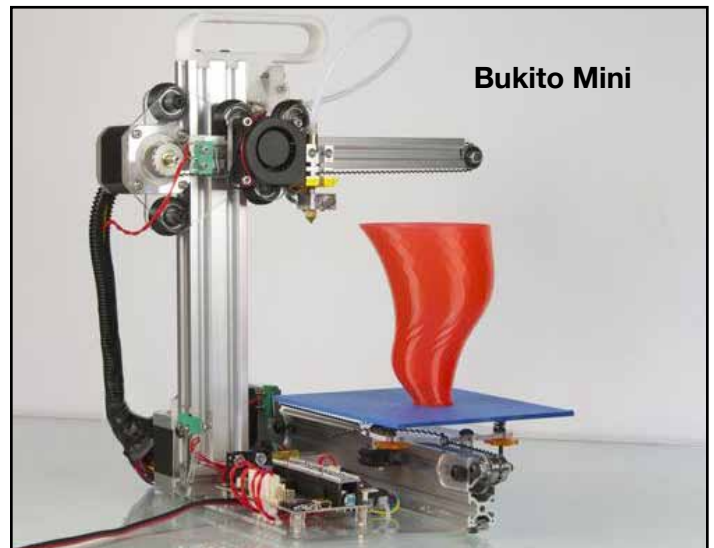


RoBo

The RoBo printer prides itself for being open sourced. This means that all the details of the RoBo can be found online. You can even build your own RoBo from 3D printed parts. Because of this, this relatively professional and precise 3D printer is sold at a reasonable price.

Price: \$599 – \$699 – www.robo3dprinter.com

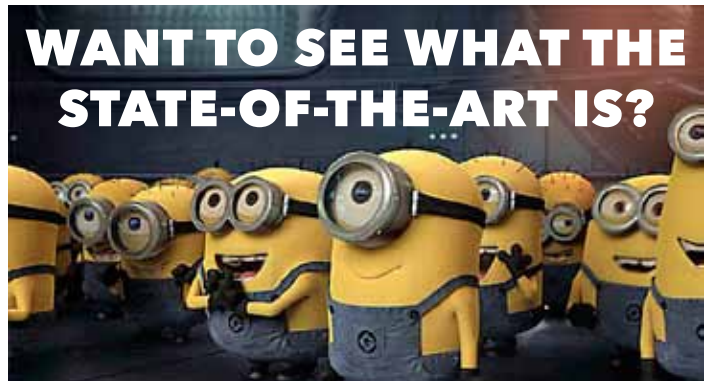
5. Deezmaker Bukito Mini



Bukito Mini

Deezmaker made the Bukito Mini very light and portable. It's roughly 6 pounds. Although it is light and small with a 5" x 6" x 5" printing area, the printer has been shown to be very steady and accurate. There's a video of it printing an object without error even when moved around or flipped upside down. Deezmaker has other printers at higher prices, but their Bukito Mini makes it to our list at only \$699.

Price: \$699 – <http://deezmaker.com>



Here's the Carbon M1. It can 3D print parts with the properties and surface finish of injection-molded plastics, and do it incredibly fast (for a printer). You can't buy it... but you can lease it for only US\$40,000 a year!

For a (longish) look at this new technology, check out this Youtube video: <https://www.youtube.com/watch?v=O2thSsQrZUM>



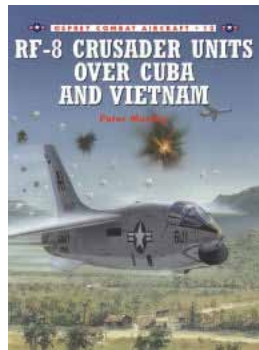
BOOK REVIEWS

by D.M. Knights

RF-8 Crusader Units over Cuba and Vietnam

Osprey Combat Aircraft #12

By Peter Mersky



I've been reading a lot of Osprey books this year for a number of reasons. I have managed to collect a lot of them over the years and they are quick, easy reads.

These books are pretty much all the same format – a short history of the subject aircraft, 8 or so pages of color side views, and some combat stories with quotes from the participants. Some of the books are better, such as the Nick Millman volumes on the Ki-27 and Ki-44 aces, and others aren't quite of the same caliber. Sadly this volume falls into the latter category.

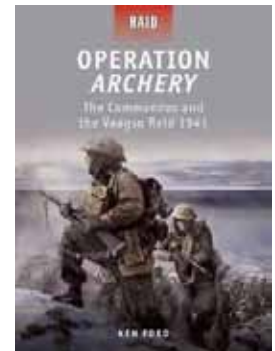
The book isn't bad, per se. It's not that the author has gotten anything factually incorrect, as far as I can tell. I did learn things too, such as the fact that USMC RF-8 units never operated the RF-8G, only the RF-8A. Part of the problem may simply be the subject itself, as recon flights don't lend themselves as easily to the "There I was..." type of gripping combat story. On the plus side, this 98 page volume seems to contain more than the usual number of photographs for an Osprey book, though quality of the reproduction leaves something to be desired.

Given that the RF-8s were operated by the Navy and Marines from the early 60s to the early 90s, the color side views – the centerfolds of the Osprey series – don't provide much variety, all of them being some variation of gull grey over white. Only the colorful squadron markings provide any variety on these recon birds, which are less colorful than their fighter and attack brethren to start with!

As with all Osprey books, this one is a quick read and most readers can finish it in a sitting or two. For modelers, it provides some level of reference, even if there isn't much inspiration. If a modeler is looking for inspiration I highly recommend Blue Moon over Cuba detailing the RF-8 flights over Cuba during the missile crisis. While this book makes an interesting companion to that work, I am not sure that it really adds much.

Operation Archery Commandos and the Vaagso Raid 1941

By Ken Ford



After the British were driven from France in 1940, Winston Churchill realized that the British Army would not be strong enough to return for years, yet he saw the need for attacks on the continent in order to maintain a credible threat to Germany and to give hope to the occupied countries. Churchill had an obsessive focus on Norway ever since the outbreak of the war, with disastrous consequences in the Norwegian campaign of April-May 1940. Now however, Norway made sense as an area where the hit and run raids contemplated by Churchill could be implemented.

The raid on Vaagso seems a bit weird at first as the target wasn't a radar site, gun emplacement or airfield, but rather several fish oil plants. While fish oil plants don't seem particularly military, the product was used to make vitamin supplements which U-boat crews needed due to the lack of sunlight exposure. Also the fish oil was used to make glycerin, a vital component of explosives.

The town of South Vaagso on Vaagso Island had 4 or 5 fish oil plants. The island was just off the mainland of Norway and was guarded by a small infantry detachment of the Wehrmacht 181st Inf. Div., as well as some naval troops. There were also 6 ancient 10.5cm WWI era German guns on the Island of Maaloy which lay next to the town of South Vaagso and protected its harbor.

This book does an excellent job, in its 80 pages, of telling the story of the preparation for the raid, the raid itself and its aftermath. It is an exciting tale well worth devoting an hour or two in reading the book. In addition to a well told story the book is illustrated with maps and many photos, most taken during the raid. The British sent along combat photographers so they could exploit the raid's propaganda value.

I particularly enjoy small unit action stories, and that makes this particular book even more enjoyable. If you enjoy the story, you can also read the old Bantam War Book, The Vaagso Raid by Joseph H. Devins, Jr. which was first published back in 1968. It makes a nice companion to the Osprey Operation Archery book.

Some wants and disposals

Please contact the senders directly for further information.

Paul A. Stehelin emails...

that he has a large collection of 1/72 kits (over 1000) that he would like to down size significantly. If anyone is interested you can contact Paul for further information at paul@516183.com

Richard Potter (Meridianmmm@aol.com) emails:

"It has been more than thirty years since I assembled and painted plastic model aircraft. My objective at that time was to construct a model of every aircraft that was available in kit form. The result was about fifty models, mainly in the 1/72 scale from the early 1900s to the end of World War II.

"The museum at CFB Shearwater was interested in models of aircraft that flew out of that base and I was pleased to donate about five of my collection. I would be pleased to donate the remaining mod-

els to anyone who may be interested in receiving them. The decals on some of them would have to be replaced, and some other small parts such as a propeller blade or a wing strut. Otherwise they are in good condition.

"I have not kept up to date on the availability of model kits but assume many of the kits of older aircraft are no longer available, especially the World War I and World War II aircraft.

"Please let me know if there are any members of your society who would be interested in receiving this collection. I live near Halifax so anyone in the Atlantic provinces might like to have them. I have two photos showing part of the collection and can e-mail if required."

Ken Jenkins (vul1700voy@icloud.com) emails:

"I am looking for 1:35 decals that would depict a Sherman III or Firefly of the Fort Garry Horse when it was part of the 2nd Canadian Armored Brigade in WW2. The FGH was C Squadron within the 10 Armored Regiment.

"Could anyone refer me to a source that would either carry them or make them?"

OzMods releases a Bristol Freighter



In the January 2016 *beaveRTales* we ran an article on the Bristol Freighter and its RCAF service. We recently received an announcement from **OzMods** models that they have released a 1/144 injection-moulded kit of the Mk 31 Freighter. That is the correct version for building an RCAF aircraft. You can find more details about this new kit on their website:

<http://www.ozmods-kits.com>.



“Hey guys, **YES**, I did very much like the decals, and think they are light years ahead of the first set of decals for, the F-18, that was issued in the late ‘80’s by IPMS Canada... yes I still have them.

“You asked in the latest issue of *beave**RT**ales*, what we may like to see in an upcoming possible decals issue, with the new Revell 1/72 Halifax Mk III kit now available, there is a lack of Canadian subject for that airplane, yes it does come with a Canadian subject in the kit, but I have some information on a Halifax NP747 EQ-N “Notorious Nan”. The actual Nose art is reputed to be at the National Aviation Museum, and there is a replica nose art in Nanton, Alberta at the Bomber Command Museum. My wife’s uncle flew “Nan’s” first op when she was brand new. He did 5 ops in her as navigator, and she was a very good airplane. The Commanding Officer, Wing Commander McLearnon, was the pilot. We also have the log book with entries of this airplane and the ops records from the Squadron ORB. And I have other possibilities if this idea passes the first phase of considerations.

“Again, many thanks for the Hurricane decals. I, for one, really liked them.”

Jeff Robinson
Nelson B.C.

“Apparently MM is not the only place that hears crickets chirping upon producing an article or other work. Seems like the unwashed masses were equally mum on the recent decal sheets.

“Well, allow me to thank you for producing them. Both are targeted to subjects that I really like and the research is excellent. I’ve used your markings in the past and will undoubtedly get around to these as well at a later date. One thing that often keeps me from using such nice decals is the lack of either an appropriate kit (so who does a Canadair T-33) or modification parts. I know you will say that reproducing some of those items is simple and I can see where some modelers will do just that. However, some of us are incredibly lazy and will wait for years for aftermarket upgrades rather than spend a few hours to fabricate our own.

“Such is the case with most of the nice Hurricane offerings. While getting a Ham-Stand prop from Ultra-cast will help, the early tail strut and a few other bits (like the special Canada spinner) do not seem to be out there.

“Just a few thoughts on the subject and keep up the good work.

Scott Van Aken
Editor/owner/publisher
<http://modelingmadness.com>

“Gentlemen,

“I thoroughly enjoyed reading the most recently issued **RT** magazine (volume 38, number 4). I especially enjoyed the articles on the “Clunk” and “Armour Modelling for the Beginner”. Both authors provided an excellent amount of information on their respective topics and, most importantly, inspiration.

“Thanks for providing such a great read.”

John Whittaker, C3741



We at IPMS Canada HQ love to receive your comments, questions, and suggestions. Take note of the following list, and when contacting us please send your messages to the most appropriate address:

For membership matters (postal renewals, missing **RT**s, change of address, change of email address, etc.) – box626@ipmscanada.com

Questions regarding online (only online) renewals – box626ipmscanada@gmail.com

For comments or info about IPMS Canada local chapters – CML@ipmscanada.com

To contact the **RT** editor – RT@ipmscanada.com

To contact *beave**RT**ales* – box626@ipmscanada.com

For anything regarding the IPMS Canada website – box626@ipmscanada.com

Anything about the IPMS Canada Facebook page – message via www.facebook.com/CanadaIPMS

Please direct all other comments or inquiries to – box626@ipmscanada.com



liked my Hobby Shop! ... on film, that is

a bit of nostalgia from IPMS Canada's National Director, Bob Migliardi

Many years ago, when I was living in New York, Polk's was my local hobby shop. Maybe "local" isn't the right word, as there certainly were closer places. "Shop of choice" would be a better term. It was an amazing place, situated on Fifth Avenue just a block below the Empire State Building, and it had a clientele commensurate with its location. At its counters you could often see celebrities and uptown 'swells' exchanging modeling stories and info with the more ordinary customers (e.g. yours truly).



Virgil "The Turk" Sollozzo accosts Tom Hagen as he emerges from Polk's.

Polk's consisted of four floors. The first floor was toys, games, and lead soldiers – many of them hand crafted and exclusive. The second floor was all kinds of plastic models, fly-

ing model airplanes and their associated gear, and ship models – both static and powered. The third floor was all trains, tons of trains, with a full train layout in the middle of the floor. The fourth floor was for slot cars and accessories. They also had a track for racing.



The Godfather film crew sets up on the sidewalk outside the store to film the scene shown above.

The next time you watch "The Godfather" look for the scene where Sollozzo approaches Tom Hagen and 'takes him for a ride'... well, that was Polk's where Tom had been shopping for Christmas presents. Here's a still from the movie, and here's a shot of the crew filming on the sidewalk outside the store.

Oh.. and if you'd been there in the early 50's you might even have bumped into a youngster named Lee Harvey Oswald!

MORE

WIEN CARRYING TANKS



A photo similar to one in the Oct. 2015 *beaverTales* article. Australian troops are carrying an imitation Mk IV tank during WWI. Again, it looks like it's made of a framework with stretched fabric covering.



Oh, this one just begs for a diorama! How difficult would it be to convert a model of a real Mk IV to a dummy version? Any takers? Maybe you could title it "Two Horsepower Tank Mk IV".



These Germans, photographed in 1932, seem to be either assembling or knocking down their would-be tanks. The design is rather ingenious, as it seems to consist of only two major segments, which lock together and sit on the fenders and hood of whatever that small motorized vehicle is.



These German troops are not so fortunate, as it looks like their “tanks” run on human power. To paraphrase the old IPMS advert, “would you push this across Poland and go *...vroom?*”



Another great diorama possibility! The crew of a “real” Sherman watch with amusement as someone sets up a relatively crude dummy Sherman right next door.



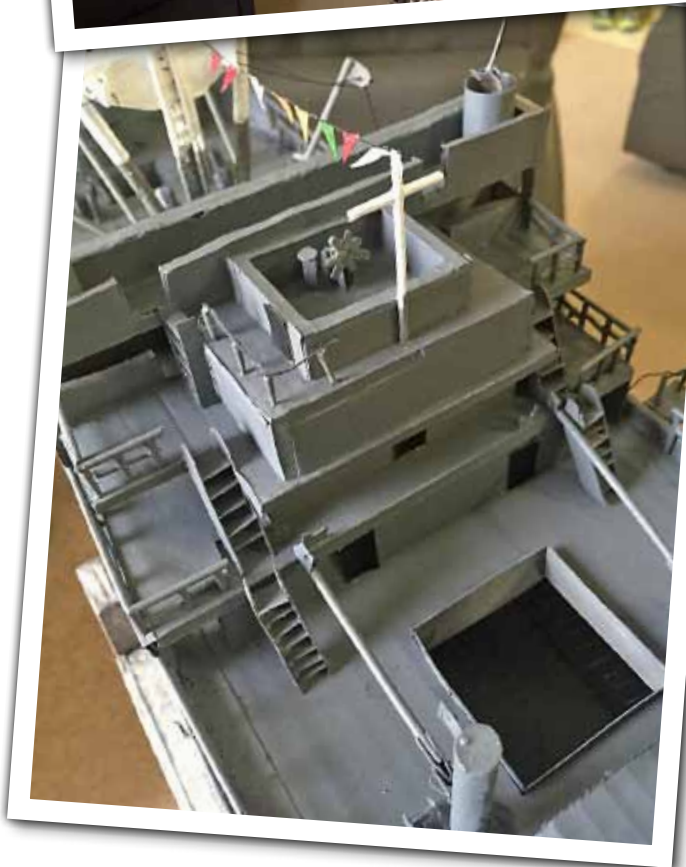
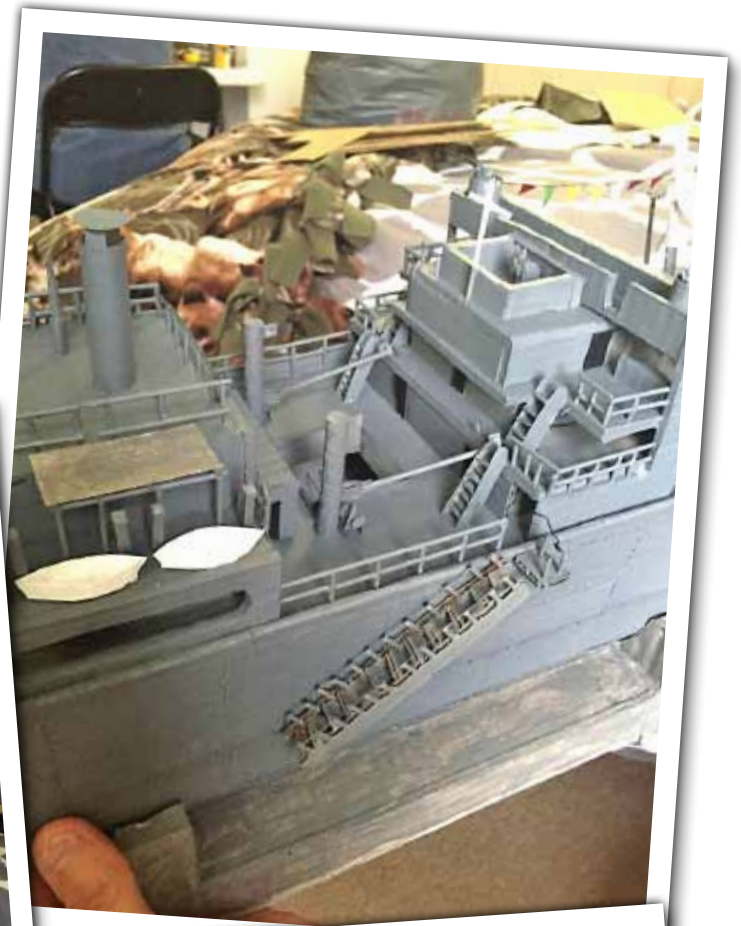
This Sherman is very realistic for an inflatable dummy. Note the open turret hatch and addition of some camouflage and gear on the hull.

88 year old Veteran builds Models in Regina

Cindy Herauf writes:

“My dad started building cardboard models of the ships he sailed on in the Merchant Navy. I would like to find him a place to display his work or maybe join a club.”

If anybody in the Regina area can help let us know and we'll pass on the info.





A Rare Bird...

RCAF Beechcraft T-34 Mentor

By 1954 consideration was being given to providing the RCAF with a replacement for the aging Harvard. In line with this, a new intermediate trainer designated the Mentor or T-34, designed and manufactured by the Beech Aircraft Corporation, made its appearance upon the scene. These were license-built versions, manufactured by *Canadian Car & Foundry*. 25 aircraft were acquired by the RCAF. An experimental course of student pilots was processed through normal



T-34 Mentor with a CEPE badge on its nose. The finish is overall natural metal with yellow tail surfaces and wingtips. Note the striped spinner. (DND Canada RE68-1767)



training at No. 4 FTS Penhold using the T-34 but, for various reasons, the Mentor was not considered acceptable and its use in the RCAF was terminated. They were only used from July 1954 to February 1955.

Photos of the T-34 in RCAF service are very rare, and it's unlikely you'll find many more than we have here.



Kits of the Mentor are also difficult to find, but not impossible. In 1/48 scale there is (was?) a nice resin kit that was produced by Aconcagua Models of Argentina. It now seems to be long out of production but you may luck into one on Ebay. On a happier note (maybe) Minicraft supposedly has a 1/48 T-34A/B coming out in March 2017. Of course, this was



A USAF C-124 Globemaster dwarfs a tiny RCAF T-34 Mentor. (DND Canada PL-66381)



The forthcoming (?) 1/48 Minicraft kit.



A 1/72 Hasegawa kit. It appeared in several boxings.



An old 1/72 Minicraft boxing.

supposed to have been issued years ago, so we'll have to hope that this time it's for real.

In 1/72 there is an old Hasegawa kit... one of their first actually. It was also issued by Minicraft somewhat later. It is out of production, but a search on Ebay found a few, so you should be able to find one.

Platz has a 1/144 kit (in fact, there are two complete aircraft in the kit) which is currently available.



The 1/48 resin kit by Aconcagua of Argentina.



The 1/144 scale Platz two-kits-in-one.



ON A COLD NIGHT IN EDMONTON

Chris Aleong in Edmonton writes:

“Just thought I would send you a picture of our meeting of January 10, 2017. The temperature was -20°C with a wind chill of -28°C and we still had a full house. This is approximately the number of members we get out to our meetings.”

there's **CANADIAN CONTENT** on our new 1/72
“Stars in the Sky 3” decals!

ILIAD DECALS
 See all our decals on our website! www.iliad-design.com

The following museums are helping to promote and publicize IPMS Canada. For more information on what they have to offer, please visit their websites. And do visit them if you're in the area.

Comox Air Force Museum

The Comox Air Force Museum, Bldg. 11, 19 Wing Comox, Lazo, BC – www.comoxairforcemuseum.ca

Friends of IPMS Canada

These museums are helping to promote and publicize IPMS Canada. For more information on what they have to offer, please visit their websites. And do visit them if you're in the area. Let's support organizations that support IPMS Canada.



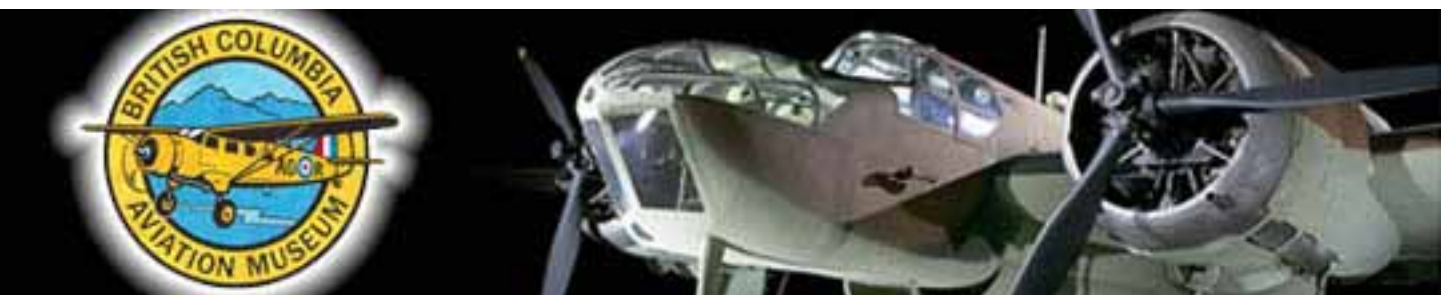
The Greenwood Military Aviation Museum, CFB Greenwood, NS – www.gmam.ca



The North Atlantic Aviation Museum, 135 Trans Canada Highway, Gander, NL
www.northatlanticaviationmuseum.com



The Alberta Aviation Museum, 11410 Kingsway, Edmonton – www.albertaaviationmuseum.com



British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – www.bcam.net



Canadian Warplane Heritage Museum, 9280 Airport Rd. Mt. Hope, ON – www.warplane.com

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