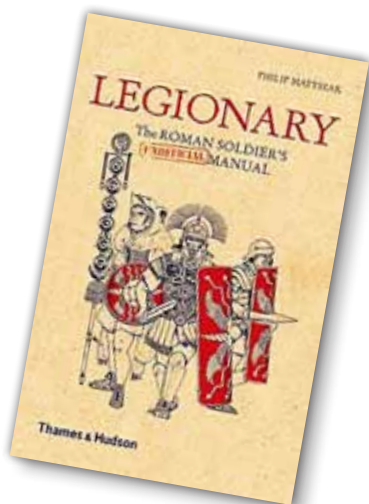




In the last *beaveRTales* we explained that we would be drawing prizes for those who used the new membership renewal notification system that we were initiating. To prod your memory:

Members who renew using the link supplied in the email message will be entered in a draw, and before the next RT goes out a winner will be selected and sent his (or her) prize. The lucky winner, and the prize, will also be announced in the following beaveRTales. We'll keep this in place through the entire volume year so that everyone has a chance to win.

Well, we've now randomly drawn a name from all those who renewed using the email link. The winner is... **Neil Harvey** of St. Thomas, ON. Neil has been sent his prize, a book called **Legionary – the Roman Soldier's (unofficial) Manual**. More email renewal notifications will be going out before the next issue of **RT** is mailed, so if yours arrives, use it to renew ASAP... you, too, may be a winner!



We recently received an email from a (former) modeller looking for help disposing of some old kits and models:



"...I used to be an avid aircraft model builder of mostly Canadian military or US Navy aircraft. I have a large number of kits as well as models I have built (stored packed in foam), and I was wondering if any of your chapters have swap meets or if you know anyone who could help me find a new home for these kits. Thanks for your attention."

Keith

Anyone interested or who would like more information can contact Keith at: loadie933@gmail.com



Well... let's hear it, mister! But seriously... we love feedback. So if you have any comments or thoughts about *beaveRTales*, **RT**, IPMS, or *anything* modelling related... send them along. You can contact us at the IPMS Canada address: box626@ipmscanada.com, or at the address from which *beaveRTales* is sent: box626ipmscanada@gmail.com



CAR CORNER

We present some crossover vehicles... well... crossing over from cars to aircraft! Apologies for the mediocre quality of some of these photos, but they are from old snapshots. If you want to build any of these, you will probably have to go for a die-cast model. A couple – like the Alpine – have been kitted in plastic, but are very rare.



The RCAF Golden Hawks Aerobatic Team at RCAF Station Sea Island. The Sabre Mk. 5 scheme plus the red team jackets would date the photos at either 1961 or 62. This is a Sunbeam Alpine series 2. There are two very interesting things to note: On the car the Golden Hawks design is in black & white instead of red & white. And the superimposed roundel has what appears to be an RCN-style leaf! It is thought that the car was not owned by any of the team members (who would have known better), but rather by an enthusiastic fan.



A Lincoln Continental (is it a 1975 model?) poses with its hero. This would make the Sabre a display aircraft rather than an operational Golden Hawks machine. There seems to be a Snowbirds Tutor in the background.



T-33A, "JAWS", 0-80540, of the 57th FIS at Keflavik being rolled out, September 1975. Note the Side-winders. This is a rather famous aircraft, and has been portrayed in colour profiles in various publications, and on decal sheets. However, here we also present its Cadillac tow vehicle – suitably camouflaged and marked. Photo: Capt Andersson, USAF



And here we present a couple from the UK. Above is a Ford Puma (whatever that is) which has been... er... converted into someone's idea of a fighter aircraft, complete with prop, cowling, fin, and camouflage. Would you really want this thing parked in front of your house?!

At the right is a 1970 advert for the Triumph Spitfire. It certainly looks better than that creation above. And it has the name to go along with it. The colours are a bit odd, however – especially the grey & black roundel. Possibly it was a black & white photo that was reworked by the advertising art department for a duotone (two-colour) print job?

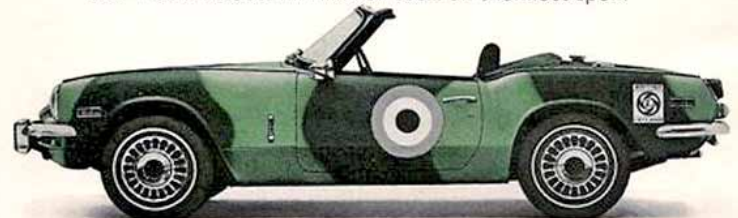
“WHAT IT WAS LIKE, GOING UP IN A SPITFIRE”

“It was dawn when I climbed into the Spitfire’s cockpit behind the leather-covered steering wheel, and fired up the engine.

“I was going to make the run from San Diego to Sausalito, and the entire machine seemed alive with anticipation.

“As the sun crept over the horizon, we took off. Right away, the feeling of control—of driving the car instead of being driven by it—was fantastic.

“All in all, the Triumph Spitfire Mk III—with its racing-type rack and pinion steering, independent four-wheel springing, front disc brakes, competition-proved engine and four-forward-speed gearbox—made the 500-mile mission seem an enormous sport.



**TRIUMPH SPITFIRE Mk III.
VETERAN OF MANY AN ENCOUNTER.**

“Never before, in the history of driving, has so much been enjoyed for so little.

“Under \$2500” at port of entry, as I recall.”

*Suggested manufacturer's retail price at East Coast (West Coast MSRP slightly higher). Tax, reg., license, title and optional, dealer price, state and local taxes. Also available for imported delivery.

Building an RCAF Super Bomarc Ground-to-Air Guided Missile

Revell kit 85-1806, 1/56 scale

First issued in 1959

Reissued in 2016 with Canadian markings

by Gilles Pepin, C3702

This model will complement the extensive Cold War era display of the Montreal Aviation Museum (MAM). Canada deployed two types of nuclear armed missiles during that period. There were 56 surface-to-air Boeing CIM-10B Super Bomarcs (with a W40 7-10 kiloton warhead) at CFB North Bay (Ontario) and CFB La Macaza (Québec). Also 4 surface-to-surface Douglas MGR-1 Honest John (with a W7 8-61 kiloton warhead) in Hemer, Germany.

Building the Missile & Launcher



There are 15 parts for the Bomarc missile, and 46 for the service scaffolding, plus decals. The molds date back to 1959, so I checked for the inevitable flash, ejector pin marks (notably parts 7I and 8A), and some poor alignment on the long parts. The seams were sanded down and re-scribed where necessary before adding the nose and tail cones and ramjets.



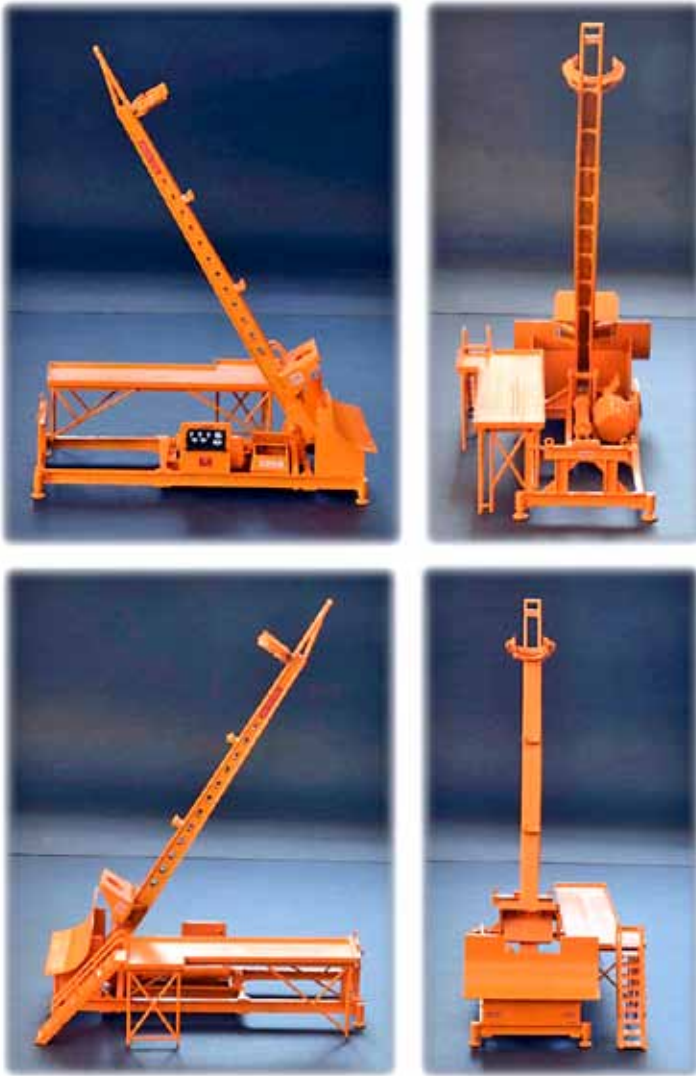
The control surfaces are designed to be snapped in place. I didn't want this for a model in a permanent display case. The "snapped" parts will never hold, nor be flush enough to the body of the mis-



sile to look realistic; and there is no need for moving parts in such a display. So, I cemented and clamped the horizontal stabilizers in place, until they dried. You can also sand off the molded "Revell Inc 1959", which is on one of the stabilizers!

After removing all the flash from the launcher assembly parts (a narrow flat file works well) you may find that some of the longer parts are warped and will need straightening. I used heat from a hobby iron... a *Top Flite Trim Seal Tool* set on high. The tried-and-true hot water method should also work well.





Launch pad paint and decals

I primed with Tamiya Fine Surface Primer spray. Then I painted all the launcher components, mixing Tamiya X-8 Yellow (5 parts), and X-6 Orange (3 parts). I applied Future wax over the areas where decals will be installed, using a Q-tip. The decals were then applied. Note that if you are building the RCAF Bomarc CIM-10B, omit decal 6. Attach pipe (part 44) and control panel (part 43). Paint the figures. Give it a coat of Future wax at the same time as you do the completely painted missile (saves one cleaning of airbrush needle and cone).

Missile paint and decals

I used a light coat of primer to highlight surface imperfections, then added filler where necessary. I use Deluxe Materials "Perfect Plastic Putty"; it applies nicely with a Q-tip, dries quickly, sands easily and, best of all, is water-soluble. Cleaned up and primed again, the primed surfaces was given a final smoothing with a coffee filter sanding onion (see July 2017 *beaverTales*)



The missile is three colours: greyish white, with a red warhead cone, and darker grey for the aft portion of the ramjets. I used the Canadian decals from the 2016 re-issue supplied with the kit. These are printed in Italy, most likely by Cartograf. I strictly use Tamiya Acrylic paints, thinned 50-50 with Tamiya Lacquer Thinner.

For the "greyish white" I mixed X-2 White (10 parts) and XF-19 Sky Grey (1 part), more or less. For "red" I used X-7 Red. The "darker grey" was XF-54 Dark Grey (5 parts) and X-2 White (1 part).

I then completely airbrushed the missile (and the launch pad) with undiluted Future wax; applied the decals for the optional Canadian version; and then sprayed many light coats of Future wax to seal everything. Apply a semi-gloss finish coat if you wish (I did not).

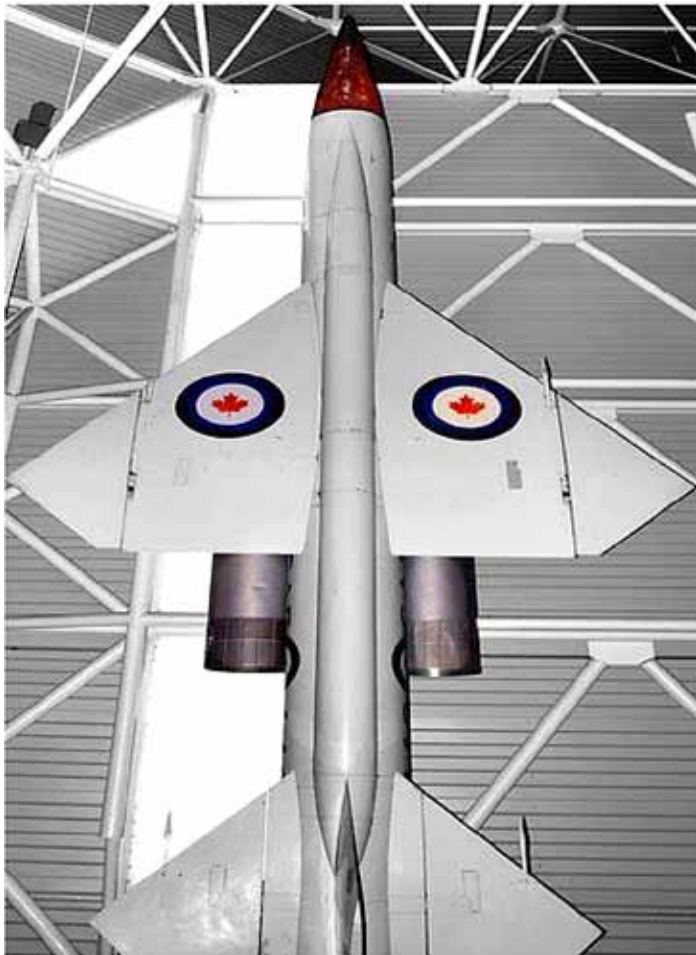
Conclusion

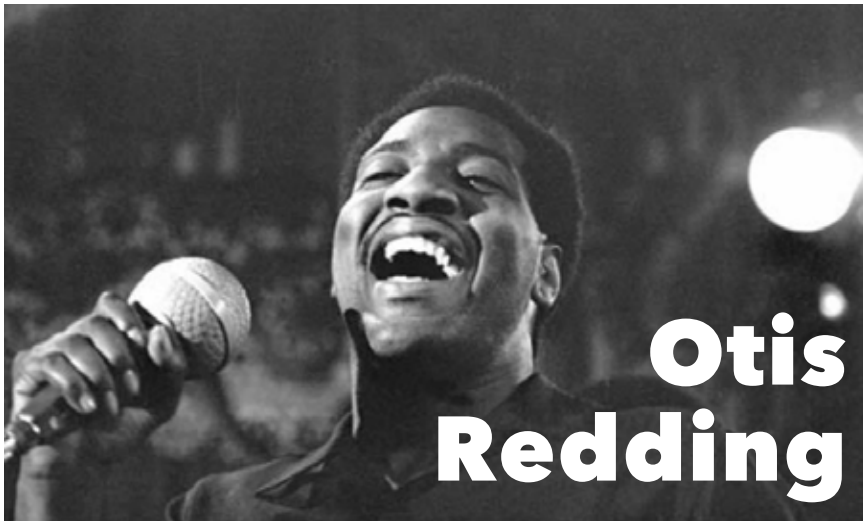
This is exceptionally well engineered for a kit dating from 1959. The molds have survived well (I suspect due to the relatively limited number of kits produced in the past). There were no major issues in

assembling this scale (1/56) replica of the very first US-designed SAM. Its deployment in Canada in the early '60s, along with the nuclear warheads, was controversial at best, and instrumental in the fall of the minority Progressive Conservative government in 1963. This model represents Super Bomarc 60446, currently on display at the Canadian Aviation and Space Museum in Ottawa. (below) This Bomarc was deployed and became operational with 446 SAM Squadron at RCAF Station North Bay, Ontario in 1963; 446 SAM Squadron was disbanded in 1972.

For a comprehensive summary of Canada's Bomarc missiles go to <http://www.c-and-e-museum.org/Pi-netreeline/misc/bomarc/bomarc3.html>

Note: If anyone wants to tackle this build, Gilles has some detailed, step-by-step build notes that he can send you. Just email him at gfpepin@sympatico.ca





Another of our "Day the Music Died" articles. This time it's the greatest of the R&B singers...

Otis Redding and his band, the Bar-Kays had left Nashville, Tennessee, at about 1 am on Saturday, December 9, 1967 in Redding's twin-engine Beechcraft H18, N390R.

They flew to Cleveland, where they played three shows Saturday night. At 12:30 Sunday afternoon, the group left on a scheduled non-stop flight to Madison. There were eight people on board. Four miles (6.4 km) from their destination the pilot radioed for permission to land. The weather in Madison was poor, with drizzle and thickening fog.

When the plane was four miles south of the airport it was given clearance to land. There was no indication of trouble from the plane. At 3:25 pm the plane crashed into Lake Monona. Bar-Kays member Ben Cauley, the accident's sole survivor, was sleeping shortly before the accident. He woke just before impact to see bandmate Phalon Jones look out a window and exclaim, "Oh, no!" Cauley said the last thing he remembered before the crash was unbuckling his seat belt. He then found himself in frigid water, grasping a seat cushion to keep afloat. A non-swimmer, he was unable to help the others. The cause of the crash was never determined.

The plane went down about one-half mile out from shore. A local resident, who was outside at the time, told police:

"I heard a twin-engine plane overhead in the fog. I noticed that it was having engine trouble as there seemed to be a lack of power in the motors. The aircraft then came out of the overcast and approached the water. The left wing was angled to the left and appeared to be dipping. The plane hit the water and

I heard a loud noise like an explosion or auto accident. There was no fire and the plane rested on the surface for three to five minutes and then sank."

The pilot, Richard Fraser, 26, had received his "Multi-Engine Land" license ten months prior to the crash. Fraser was indeed piloting the plane; Redding was sitting next to him, in the co-pilot's seat.

At 3:28 p.m., four Madison police officers were dispatched to the Lake Monona Boat House. They later reported:

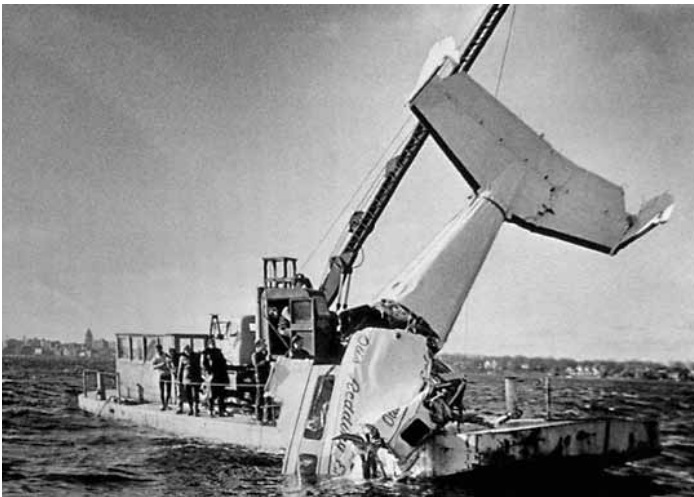
"Upon arrival at the scene, we took the boat out onto the lake, proceeded to the southeast corner of the lake where we located numerous debris. A man (Ben Cauley) was found cling-



Otis and his H18 Beechcraft, N390R.

ing to a couch type seat. This subject was taken aboard our boat. We continued the search and another man (Richard Fraser) was found in the water. The subject was still in a single passenger type seat and his seatbelt was still fastened. He was taken aboard the boat and I immediately began mouth-to-mouth resuscitation and closed heart massage. The other officers continued to search and another subject (Jimmie King, a Bar-Kay) was found still secured to a single passenger type seat by his seatbelt. We were unable to locate anyone else at this time and took the boat back to the boat house. The three persons were then conveyed to the hospital."

There's a great video of Otis and the Bar-Kays performing "Try a Little Tenderness", that was recorded the day before the crash at: <http://www.dailymotion.com/video/xvoyue>

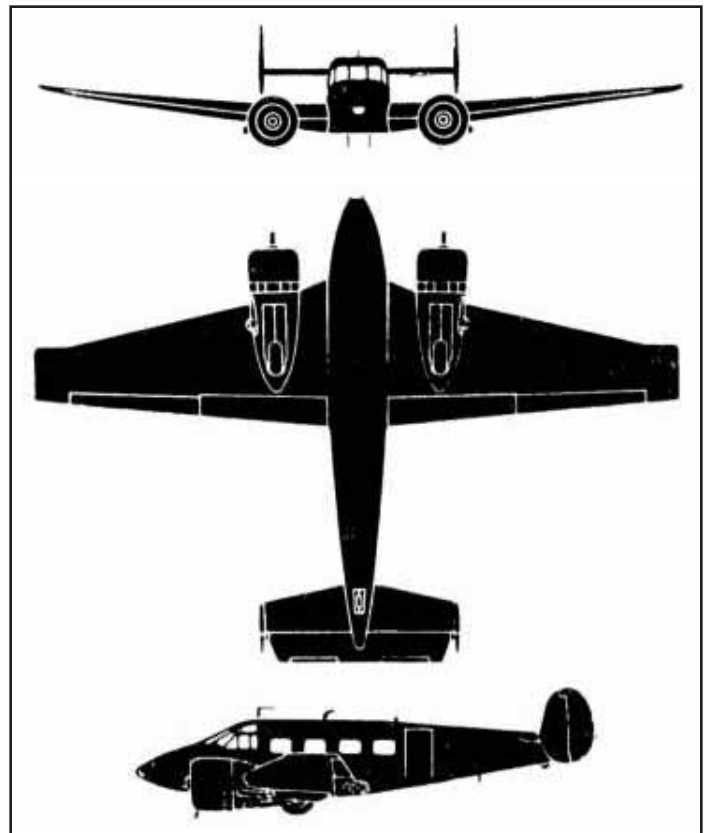


The recovery. Redding's aircraft is hoisted from the bottom of Lake Monona.

Modelling Otis's aircraft

This build will require you to do a bit of work. First, the aircraft was not a 'standard' Beech 18 as issued by, e.g., Revell or ICM in 1/48; and by Hobbycraft or PM in 1/72. It was an H18, or Super 18. It differed from the older versions in having the fuselage top raised 6", a longer nose, and extended squared wingtips. Fortunately there WAS a Super 18 kit produced at one time, by Aurora. This was back when the scale was whatever was needed to fit the box. In this case it is 1/60. You should be able to find one on Ebay or from old kit dealers.

The colour scheme is another place you will have to do a bit of research. Fortunately there are parts from Otis's aircraft in the *Rock-n-Roll Hall of Fame*, so we can see that the aircraft looks to be white trimmed with shades of green. You'll probably need to have custom decals produced for the *Otis Redding Ent.* and the registration.



Beechcraft H18 (Super 18)



1/60 scale Aurora Beech Super 18



A Beech Super 18 (not Redding's aircraft). Note the long pointed nose and extended wingtips.



A display in the Rock-n-Roll Hall of Fame provides colour information for Redding's aircraft, as well as the style of lettering on the aircraft fuselage. The display is, indeed, both interesting, and a little creepy!

Royal Aircraft



Some of the aircraft flown by members of the Royal Family



HRH Prince Philip learned to fly in 1952. After basic training he continued on the North American Harvard. Here he is flying a/c KF729 in 1953.



(above) Prince Charles and Squadron Leader Philip Pinney doing pre-flight checks on RAF Chipmunk WP903 at Tangmere in Sussex on August 1, 1968.

(right) Prince Charles in the cockpit. that's a special anti-collision beacon atop the windscreen frame.



The all-red royal Chipmunk, which still exists, would make an interesting and colourful modelling subject!

The Chipmunk is available in 1/72 from a number of producers such as Airfix and AZ Models. If you hunt you may be able to find the 1/48 resin kit from Heritage Models.



Wessex HU.5 WB piloted by HRH Prince Charles, North Atlantic, May 1975. This particular machine was with HMS Hermes when it visited Montreal that year, but unfortunately, cameras were not allowed onboard. Note the special day-glo markings.



Prince Andrew, then a sub-Lieutenant, poses for a photograph in front of an RAF Sea King helicopter.



During the Falklands War, as part of 820 Naval Air Squadron, this aircraft sailed on the carrier HMS Invincible. On April 23rd, during the passage south from Ascension Island, Sea King HAS.5 (XZ574), piloted by Prince Andrew was sent to the aid of a Sea King from HMS Hermes that had ditched in the sea. The pilot of the ditched helicopter, was rescued, but the aircrew man was not found.

(right) In Afghanistan, Prince Harry, carries his kit and weapon to his Agusta Westland Apache (a modified version of the Boeing AH-64D).



(below) Meanwhile, back in the UK... Prince William is shown at an exercise at Holyhead Mountain, having flown from RAF Valley in northern Wales. There, as part of 22 Squadron, he flew SAR missions in the Sea King HAR3A.



All of these aircraft are buildable or readily convertible in various scales. All that's needed is some adventurous decal producer to have a go at a special sheet!

Tidbits of Aviation Esoterica #1

Colour Hawks of Little Norway

By Jim Bates

For a short time in early 1941, the hottest aircraft in Canada were the Curtiss Hawk H-75A-8s flying out of Little Norway. Little Norway was the sobriquet for the Norwegian Air Training Establishment, and the Hawks were operated as advanced trainers from Island Airport in Toronto. (One can only imagine the difficulty moving from a Fairchild Cornell to the much more complex and powerful Hawk.) One of

decisions. It sure looks like a variant of U.S. interior green to me. (Testors FS 34151 is a close match to my eye.) Note in the photo at the bottom that the exterior colour and the interior colour around the engine are similar, with the exterior colour just being more matte. An aviation research colleague believes the explanation is quite simple: "...the boss of the Curtiss paint shop did not have the grasp of the



Norwegian language that he claimed to have. As a result, he got the painting instructions bass-ackward and used exterior paint for the interior and vice versa resulting in a nose of a truly different colour." I'm still trying to figure out if he is pulling my leg or not... However, some modelers are of the opinion that the colour is just Curtiss's version of Olive Drab, or pre-war Light Olive Drab 35.

Modeler's Note: While there have been quite a few kits of the Twin Wasp powered P-36 from the likes of Rev-

the long standing debates among modelers is the exterior colour of the aircraft. The above colour photo has been published in a few places over the years, so it was assumed that the aircraft were a pastel green, similar to Testors FS 34227.

Here is another photo taken in the same sequence and already the colour has shifted.

I hope these beautiful photos assist modelers in making their own de-



ell, Heller and Monogram, the Wright Cyclone Hawks have not fared as well in 1/72. AML did a short run kit of the type which has a reputation as a difficult build. There is also a family of Hawks from MPM/Special Hobby/Azur, but I have not seen one in person. AZ has just issued a series of Twin Wasp Hawks, so it is hoped they will work their way to the Hawk 75A-8 in the near future.

In 1/48 scale Hobbycraft produced a series of Hawk 75 variants, but the one you want to look for is the so-called "Allied Hawk". More recently this kit has been re-issued along with additional detail parts, by MustHave, as the Mohawk IV. (Note: the Mk. IV is the only Mohawk version that can be used as a Little Norway Hawk 75A-8)

1/32 scale builders are well served by Special Hobby's Mohawk IV release, which is reportedly the most accurate.



Hobby Shopping in JAPAN

By **Michael Baskette**
IPMS Louisville

My work life has afforded me several opportunities to travel abroad over the years. As a modeler, seeking out interesting hobby shops is sort of a given when venturing to a new destination whether it is domestic or international. My former employment with Lexmark International had me in China several times, and passing through Hong Kong was always the highlight of those trips. The favorite destination in Kowloon is Continental Model and Toy Company. As has been substantiated by fellow MMCL member, this shop is quite a place, but we will get back to Continental a bit later. As I type this feature, I am currently traveling in Japan with my new employer, on a Japan Railways bullet train, in route to Toyohashi station in the greater Nagoya area. I wanted to share my hobby shop experience thus far in Japan.



As I was planning for this Japan trip, I searched the net for the hobby shop potential in the area that I would be visiting. The resource that proved most fruitful was the “*AFV Modeler’s Extremely Prejudiced Guide to Tokyo Hobby Shops*”. Within that incredible list of shops in the greater Tokyo area, there was one in Yokohama that looked to be worthwhile, not to mention between Tokyo and Ayase, which was the first destination of my trip. The Friday before I flew out, I forwarded the link with the shop information to my Japanese handler and asked if there was time,



that I would like to visit the shop. Because of a Japanese holiday, I did not get a reply one way or the other. It was only after I landed at Tokyo Haneda airport that I learned that we would be visiting the shop before heading to the hotel in Ayase. Less than 2 hours after landing, I was perusing the aisles of what *AFV Modeler* stated to be among the best shops in eastern Japan. I can say it did not disappoint.

The shop was Bunkyodo Hobby or “B’s Hobby”, and is located in the LaLaPort shopping mall in Yokohama. My first impression was one of concern as the shop has a rather small store front facing into the mall. I was concerned they had possibly downsized since the *AFV Modeler* article was written. However, once past this deceptively small threshold, the shop opens up into a rather expansive floor space filled with tightly packed shelves of just about everything imaginable. The shop stocks thousands of kits from across the brand name spectrum, with all brands stocked in depth. I was able to locate just about everything that came to mind to look for. The tools and finishing sections were equally as impressive, with a huge selection of high quality tools and supplies. This was the first time I have ever seen the entire Mr. Hobby line stocked in a shop, as well as Tamiya.

Since I was traveling with a carry-on only, I knew I had to behave when it came to what I could buy and carry home. Luckily, or unluckily, pricing helped keep me sensible. I was hoping for a Hong Kong-like experience, but this just wasn’t in the cards. In Hong Kong, especially at Continental Model and Toy, you pick up most of Chinese/Hong Kong brands at the same price that U.S. sellers pay as wholesale prices. As such brands like Bronco, Takom, Vision, Riich etc. are pretty darn cheap. DML not so much as they operate their own retail shops in Hong Kong.

By comparison, the Japanese brands in Japan are fairly inexpensive. At B's Hobby, kits from Tamiya, Pit Road, Hasegawa, etc. are near U.S. wholesale price, but not quite. In contrast, the Chinese/Hong Kong brands are expensive. Bronco kits were about the same as the M.S.R.P. in the United States. However, the Trumpeter kits were astronomical... laughable really. Given that there were not too many Tamiya kits on my radar, my purchases were limited. I walked out of B's Hobby with a Tamiya Somua S35 and a Pit Road kit of a Japanese 75mm field gun. Not a lot, but I sure had a good time checking this place out.

One final observation/comparison was the books and magazines selection. In Hong Kong I could pick up the latest issue of *MMiR* or *AFV Modeler* while there. B's Hobby had a nice selection of books and magazines. However, my hopes to pick up one of the



Japanese periodicals were quickly dashed. They had plenty, but unlike Hong Kong, there were no English or Bi-Lingual periodicals. Everything was Japanese language, reverse bound. Dang!

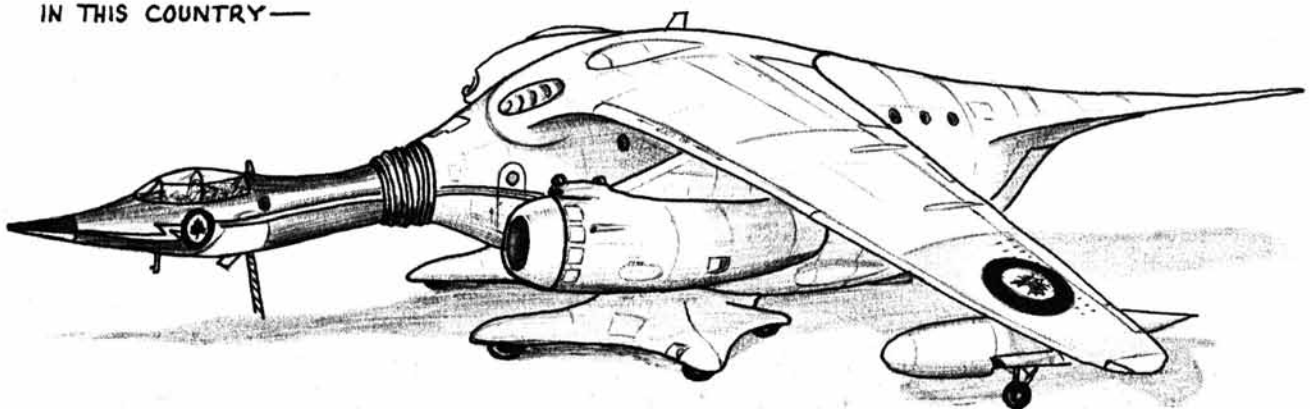
If you find yourself in Yokohama go to B's Hobby. It's a pretty cool place!



CAN YOU HELP?

While looking through some old *RTs* I came upon this image in the March 1976 issue. I've seen it many times, and always get a chuckle from it. It's a great piece of art, drawn by Larry Crawford, and dated Aug. '73. But... I never knew what it was really all about. Does anyone know the back story? What was this "lack of fundamental Canadianism" in aircraft design? And what was this MLA's problem? If you have any info email us at the IPMS Canada address: box626@ipmscanada.com, or reply to the address from which *beaverTales* is mailed: box626ipmscanada@gmail.com

MLA APPALLED AT "LACK OF FUNDAMENTAL CANADIANISM" IN MILITARY AIRCRAFT DESIGN IN THIS COUNTRY —



GENERAL FOODS (AEROSPACE DIV. - CANADA) LTD.
CF-137 "HONKER"

CRAWFORD
AUG. 73



REVIEW

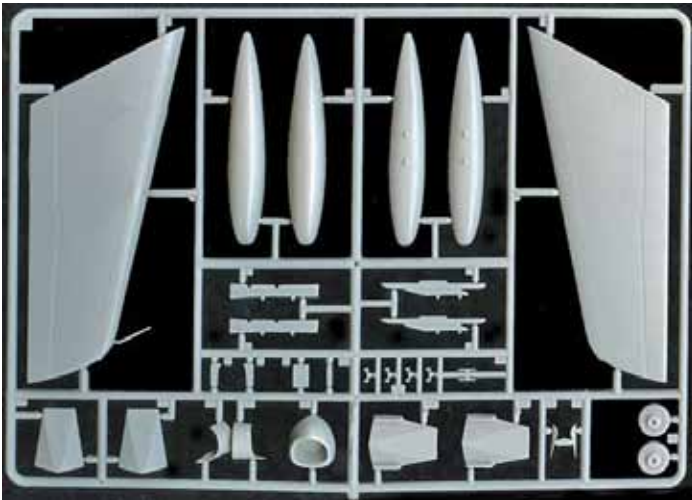
In-box reviews of kits for building Canadian subjects

ESCI 1:48 Canadair CL-13 Sabre mk.IV kit #4038

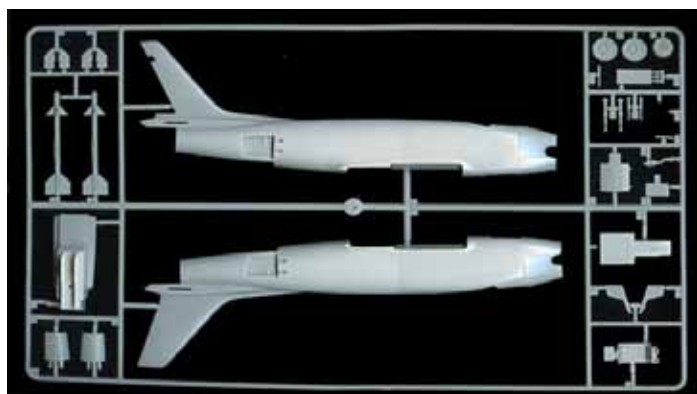
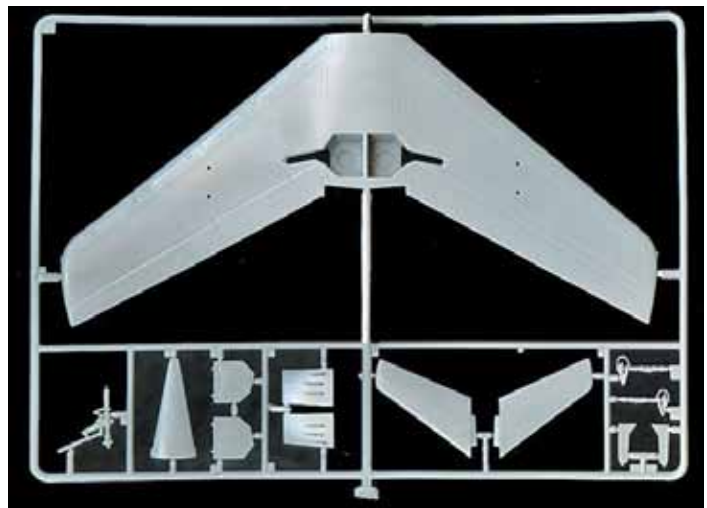
Based on the F-86 Sabre, the Canadair Sabre was selected as an air-defence aircraft for the RCAF in 1948 and initially designated the CL-13. From 1950 to 1958, a total of 1,815 were built at the Canadair facility in Montreal. The Sabre entered RCAF service in the spring of 1951 and equipped nine squadrons serving in both Canada and Europe. 350 Mk. 2s were delivered to the RCAF during 1951-2. The RAF



2044 kilometres. It carried six 12.7mm Browning machine guns with a total of 1,602 rounds of ammunition. All Sabres built between 1953 and 1958 (Mk. 5 & Mk. 6) were powered by Orenda 10 or 14 engines and both versions served with thirteen RCAF squadrons in Europe and Canada. The RCAF retired the F-86 Sabre from fighter operations in 1963, but continued to use it in other roles till 1968.



ordered 370 Sabres from Canadair in 1951 and, as the RCAF required additional fighters, an improved version (Mk. 4) came into production. Eventually 438 Mk. 4 Sabres were built. Most Canadair Sabre Mk. 2s and Mk. 4s served with the 2nd Tactical Air Force in Europe. The final operational variant, the Mk. 6, had a maximum speed of 1,142 km/h and a range of



There have been several 1/48 kits of the Sabre come to market since the Esci version. However, to model an RCAF aircraft, none are completely accurate without slight modification to the wing, or fuselage detail. For a modeller wanting a Canadian Sabre, this kit is a good starting point, especially if on a budget. The kits' plastic most closely resembles an F-86E, which corresponds to a Canadair CL-13 Mk.4. The wing is not completely accurate, but can be corrected without too much effort. The outstanding feature is the large, well printed decal sheet, upon which is found markings for Canadian, German, British and Italian aircraft. The RCAF version is Canadair Sabre CL-13 Mk.6 #23666 of 439 Sqn. Royal Canadian Air Force, Grostenquin AB FR, 1962, in NATO camouflage. Converting to a Mk.6 requires a slight exten-

sion to the wing tip, not an insurmountable job. There are a number of other minor details, such as air scoops on the fuselage, which require changing for Canadair Sabres.

Outline accuracy is generally good. Cockpit detail, while not matching later kits, is sparse but acceptable, with decals for the instrument panels. The clear canopy is in two parts, permitting an open cockpit. Moulding is free of flash and precise. Panel lines are finely engraved. There is no intake trunking, only a blanking plate a short distance back from the nose intake. Underwing fuel tanks and Sidewinders are included. Canadian Sabres did not use the missiles. Construction should be uncomplicated, remembering to use a weight in the forward fuselage to prevent tail sitting.

This kit would be a good choice for a quick build, or a younger modeller. Complete accuracy requires some slight modification, but if this is not done, a good representation of a Sabre will still result. Modellers wishing more accuracy should look to the Hasegawa or Academy kits, but at a higher price, and still be prepared to perform the required modifications.

For additional info see:

http://www.ipmscanada.com/ipms/Reference_%20Article/Aircraft/Aircraft_Page/CanadairSabre.html

<https://modelingmadness.com/review/korean/us/hodun-86preview.htm>



<http://www.warplane.com/aircraft/collection/details.aspx?aircraftId=33>

The Canadair Sabre, Larry Milberry, Canav Books, 1986

F-86 Sabre In Action No.126, Larry Davis, 1992, Squadron Signal Publications

Warpaint Series No. 40: Canadair and Commonwealth Sabres, Steve Hazell, 2004, Warpaint Books, Ltd

Hobbycraft 1/48 Hawker Sea Fury FB Mk. II kit #HC1583

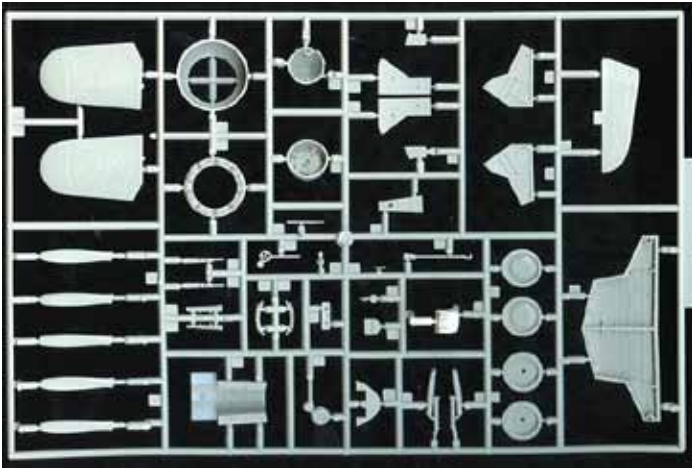
The Hawker Sea Fury, one of the world's fastest piston engined aircraft, replaced the Supermarine Seafire as the Royal Canadian Navy's primary



fighter. In May 1948, 27 Sea Fury FB II's were taken on strength by the RCN. From the first deliveries through to November 1953, when the last of the Sea Furies were delivered the RCN received a total of 74 aircraft. The Sea Fury's main role in the RCN was

fleet/convoy defence, with secondary missions of anti-submarine/anti-ship strike and close air support of the Army. While the RCN never used its Sea Furies in anger, when the Korean armistice was signed in July 1953, VF 871 was preparing for service in the Far East. Had the conflict continued, VF 871 would have gone to war with the Royal Navy aboard HMS Warrior.

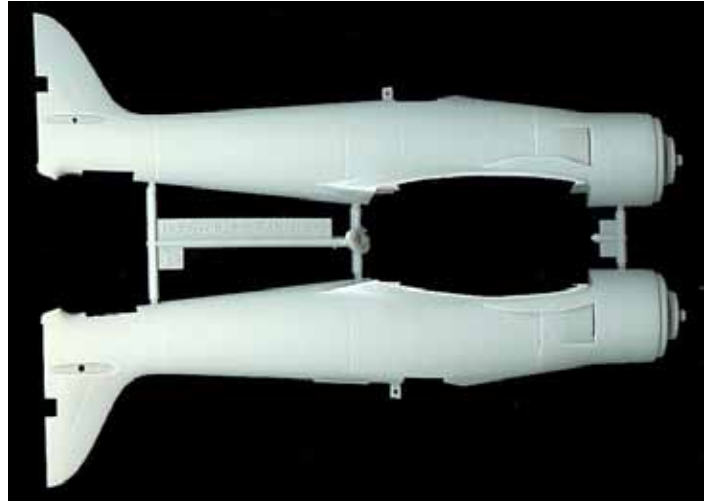
The Sea Fury was flown operationally from the aircraft carrier HMCS Magnificent and the Canadian Naval Air Station HMCS Shearwater by 803 Squadron (May 1948 - March 1954) and 883 Squadron (September 1948 - August 1956). In November 1952, 803 and 883 squadrons were respectively renumbered VF 870 and VF 871 squadrons to more closely ally their nomenclature with the US Navy with whom they were developing a closer relationship in North American defence. Sea Fury pilot training was conducted by the training squadron, VT 40 (May 1954 -



December 1955), while VX 10 flew the Sea Fury from March 1953 - November 1956 to test and evaluate new or modified equipment intended for the aircraft or the carrier. By the end of 1956 all but two of the Sea Furies were struck off strength and replaced by the Banshee, the RCN's first jet fighter.

One may wonder, when reading reviews of older model kits, how well the particular model compares to newer release of the same subject. Luckily, discussion forums, on-line reviews, build articles and showcases of completed models can give us an idea of the potential of the older kits. It is with these resources at hand the modeller may determine whether or not to purchase or proceed with these slightly outdated kits. At the end of this article, appropriate web references may be found with which to see what can and has been accomplished. Even with a less than outstanding kit, surprisingly good models may result. It is with the foregoing in mind that we examine the contents of the Hobbycraft 1/48 Sea Fury released in 1989. From today's perspective (Jan. 2018), the kit has been superseded by the same subject from Trumpeter. Falcon released a vac-form version previously that is recognized as highly accurate. Airfix is due to release their version imminently, with expectations that it will be definitive.

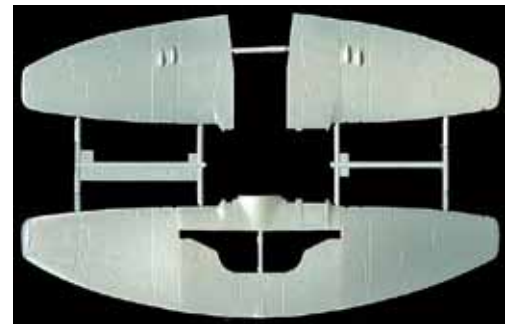
Three sprues of gray injection moulded plastic, plus one of clear, and a decal sheet and instructions comprise the kit. The decals in this release, although of poor quality, are usable, and allow the modeller to finish the model in Royal Navy or RCN markings. (In recognition of the general quality of their decal sheets, Hobbycraft later upgraded most of their model kits. A 1994 subsequent Sea Fury release, kit # HC1531, has much improved decals). Only the basic airframe is to be found here - no underwing tanks, rockets or bombs. A detailed wheel well is to be assembled with the wing. No engine, except for



minimal details of cylinder heads, are found. The undercarriage is also basic, although accurate. Likewise, the cockpit, which does have a decal for the instrument panel. Scratch-built or aftermarket parts would improve this prominent feature.

Criticism has been levelled at the depth of the inscribed panel lines, and their consistency. If using a heavy paint primer, this problem will be minimized. Few modellers will be disappointed with what is generally an accurate outline, with the exception of the canopy and spinner. Aftermarket producers were quick to address both of these; however, unless one is hyper-critical, the kit parts are acceptable.

The model as supplied by the Hobbycraft is a basic representation of the Sea Fury. Those wanting a simple build will be able to



accomplish this with ease. Whether using the supplied decal sheet or better quality alternatives, an attractive model will result. Modellers wishing to apply their advanced skills have a suitably blank canvas.

For additional info see:

North American Sea Fury Special, Random Thoughts (RT), IPMS Canada, 1973

Hawker Sea Fury in Action, Squadron/Signal Publication Number 117

The Hawker Sea Fury in the Royal Canadian Navy, Leo Pettipas 1989

http://www.clubhyper.com/reference/seafurycandian-colorsjh_1.htm

http://www.ipmscanada.com/ipms/Member%20Models/Aikens/Aikens_Page/Sea%20Fury.html

<http://hedgehoghollow.com/buzz/img/ac062.html>

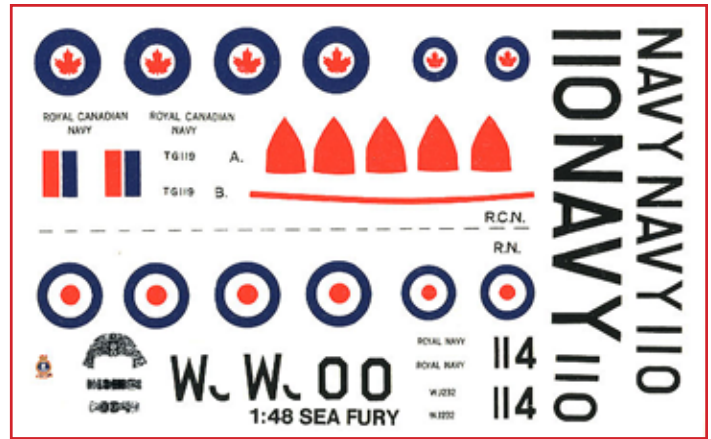
<https://modelingmadness.com/review/korean/cleavers-fury.htm>

http://www.cybermodeler.com/hobby/builds/hc/build_hc_1454.shtml

http://www.hyperscale.com/features/2001/seafuryaw_1.htm

http://hsfeatures.com/seafuryme_1.htm

http://www.hyperscale.com/2008/features/seafuryfb1148bg_2.htm



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



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



North Atlantic Aviation Museum, 135 Trans Canada Hwy., Gander, NL – 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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