



As you know by now, on March 31, 2014, Canada Post will be increasing postage rates... greatly! According to the new rate charts, costs for mail-

ing **RT** within Canada will increase \$3.00 per year. Postage rates for sending **RT** to the US and overseas will increase even more dramatically, by an additional \$5.40 and \$10.80 per year respectively!

We are as upset about this as you are, but we have no alternatives other than to pass it on to the members to cover the additional costs.

At the recent IPMS Canada national executive meeting it was decided that – reluctantly – dues will be increased to \$37/yr in Canada; \$45/yr in the US; and \$65/yr overseas. This will come into effect as of March 1, 2014.

We hope that, although prices have gone up, you will still see IPMS Canada membership as being good value. It's been a number of years since dues have increased, and in the interim we've tried to provide even more for your membership. (You're reading one of those "mores" right now!)

In the meantime, we welcome comments on all this (not that there's anything we can do about it!). Email us at box626@ipmscanada.com.



Way To Go! IPMS Ottawa

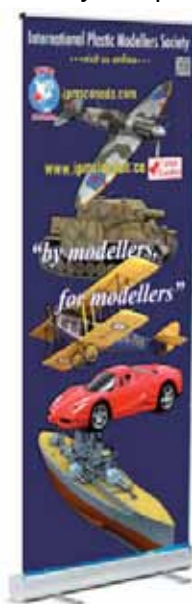
At a recent meeting, the IPMS Ottawa Chapter took an exceptional step to encourage greater IPMS Canada participation among its members. By a nearly unanimous vote they decided to provide a cash reimbursement of \$15 to any chapter member in good standing who joins IPMS Canada or renews their membership for the calendar year 2014. All you do is show your new or renewed membership card (or I presume some other means of proof) and they'll hand you back \$15. Pretty awesome move, eh!

...and London is Happy!

From **Don McCall** - President of IPMS LONDON:

"Kerry brought the new IPMS CANADA/LONDON banner to our Club Meeting last night. It looks stunning and will be a great addition to the 2014 Show as well as other events. Kerry also brought along the box of joint brochures which I will distribute to local Hobby Shops.

This was a wonderful idea on the part of IPMS CANADA and greatly appreciated. You will find a public thank you in the Blog/News section of our website at <http://www.ipmslondon.ca>"



errata



Re: Sabre Wings in Nov. *beaveRTales*.

Tony Edmundson of Comox writes to point out that contrary to what was stated in the article, the Sabre's leading edge slats were not operated hydraulically. He is, of course correct. The slats were deployed by aerodynamic forces working on the leading edge of the wing, depending upon the aircraft's speed and angle of attack. On the ground they would droop, but were often pushed back up, as described. For an article which was supposedly updated, we should have caught this.



... to supply information for your *beaveRTales*! We realize that not everyone can, or wants to, produce large detailed modelling articles – most of which would be more appropriate for **RT**. But you *can* let your fellow members know what's going on in your area. If you belong to a local chapter, what's it up to? Are there any special events, shows, or contests coming up? Look at the **UPCOMING EVENTS**

here. We know there are some chapter events that aren't listed (e.g. the Regina Chapter's *Draggin Car Show*, or Montreal's *Réal Côté 50th Anniversary Show*), but we don't have the time to dig through chapter newsletters and websites for information. Have someone in your chapter send us the info so *beaveRTales* can let the members know wassup!

Similarly, if your chapter has put on a show or held a special contest, or done something interesting in the community, send a few pics that can go in the **CHAPTER PAPARAZZI** section. It would have been nice to see some pictures of the Quinte Chapter's *Youth Day*, or the *Ajax Model Show*, or IPMS Vancouver's *Christmas party*.

If you have anything you think might be of interest to fellow *beaveRTale*-ers, or have any questions, just contact us at box626@ipmscanada.com.



CANADIAN Content

Recently a member bemoaned what he considered a dearth of Canadian content in **RT** over the past couple of years. He opined that while **RT** had some great how-to and building articles, there were not as many articles on Canadian subjects as there used to be. As he put it.

"Please do not take this as criticism, as it isn't intended to be. It's just that if I want articles on Messerschmitts and U-boats, I can find them in any of the mainstream magazines."

A superficial look through the last two years' **RTs** shows that about half of the articles dealt with Canadian subjects. OK... some of these were essentially how-to articles, in which the subject just happened to be Canadian. Still, is this a paucity of Canadian content? I don't know.

There are two points I'd like to make. The overriding factor is that **RT** can only contain what you, i.e. the members, have sent in. The other is a question: What should be the balance between hands-on modelling articles, and more Canadian oriented historical and colour scheme related articles. Would you like to see more of one and less of the other? Email us at box626@ipmscanada.com, and let us know what you think. It's your society – it's your magazine.



Upcoming model contests and shows. If your group has anything scheduled, send the info to box626@ipmscanada.com so that we can let everyone know.

Sun, March 8, 2014

HeritageCon 2014
Canadian Warplane Heritage Museum
Hamilton, ON
www.ipmshamilton.ca

Fri & Sat, April 25 & 26, 2014

Valourcon 5
St. James Legion
1755 Portage Ave
Winnipeg, MB
www.ipmswinnipeg.ca



FILM & TELEVISION AIRCRAFT QUIZ!

Here's a simple, yet challenging quiz for both aircraft enthusiasts and couch potatoes. Just tell us the name of the **Film** or **TV show** in which these aircraft (all of which are model-able, by the way) played a role. We'll give you a little help with some descriptions. Label your answers 1 to 12, and email them to contest@ipmscanada.com. The three highest scoring entries, or first to reply if there's a tie, will be sent some *nice prizes*.



1

In this film a soldier-of-fortune adventurer flies half way around the world, in a Stampe SV4-C biplane, to find his high-society client's father.

2

In this television series, the lead characters usually travel around the country in a series of Gulfstream corporate jet aircraft.



3

At one point in this action-adventure film, the hero flies an AV-8 Harrier in and around the high-rises of Miami.

4

In this short-lived TV series, the main character's Grumman Goose was as much a star of the show as he was.



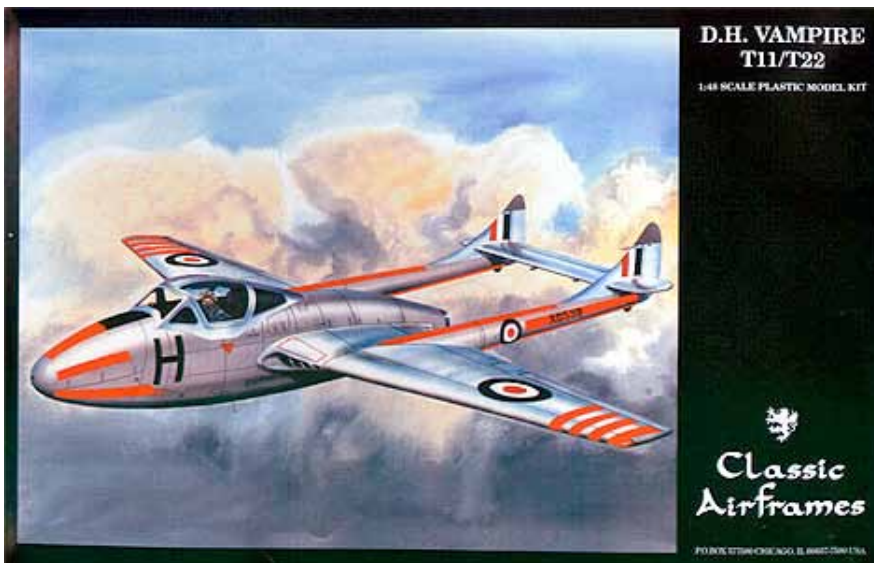


5

Our intrepid hero flew a tiny BD-5J jet aircraft at the beginning of this action adventure film. What was it?

6

This visually impressive sci-fi film featured a hero who flew a fantastically modified P-40.



7

At one point in this film from the fifties, the hero and heroine flew non-stop to Cairo in a two-seat de Havilland Vampire.

8

OK... not strictly film or television, but we had to slip this one in! At one period in his career, what superhero flew off to fight evil-doers in a Lockheed XF-90?





9

Which film (generally acknowledged to be pretty bad) starred the Concorde?

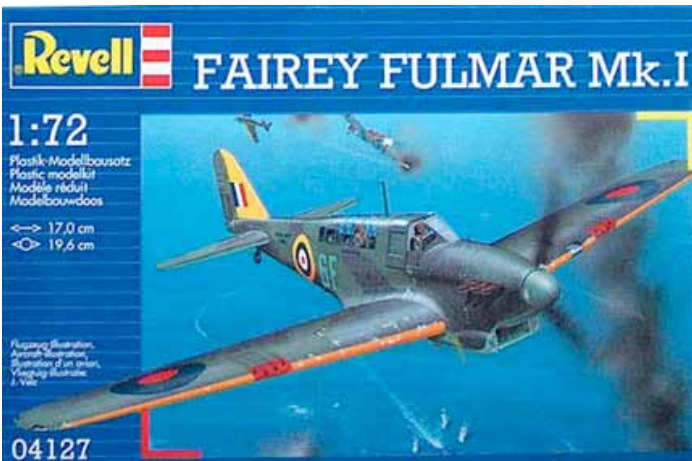
10

In which TV series from the fifties did the hero fly around in a Cessna 310B?



11

Probably the only film ever made which 'starred' (at least as far as we aircraft enthusiasts are concerned) the Fairey Fulmar.



12

This TV series featured a tricked-out Bell 222 which flew various 'black ops', while also being hunted by the authorities.

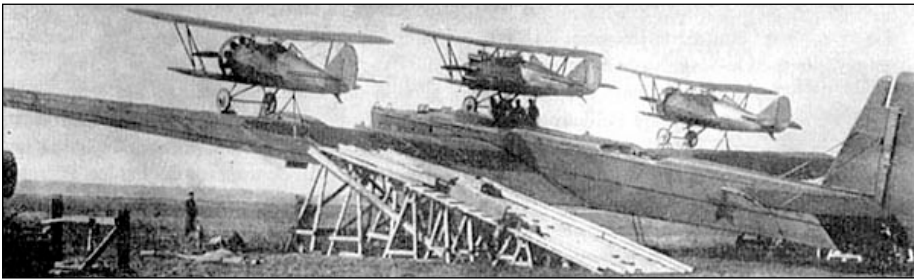
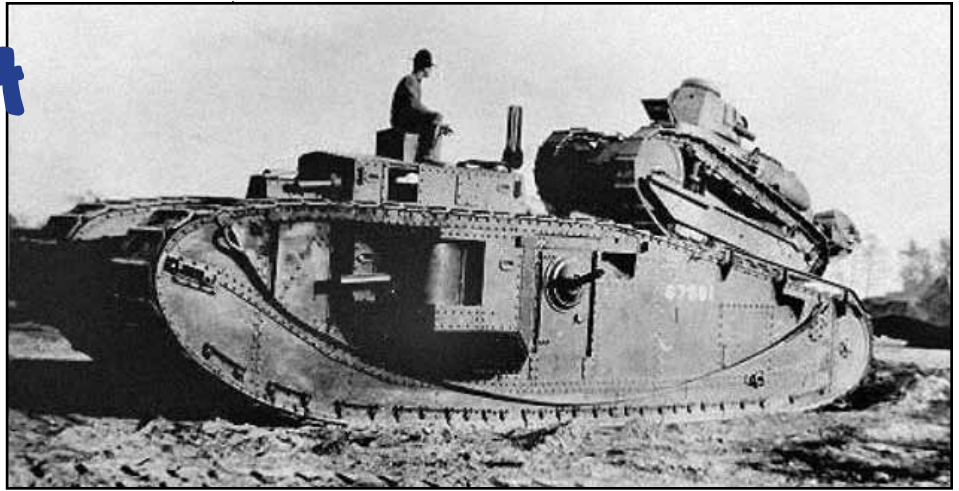
So, **ENTER NOW** FOR
YOUR CHANCE TO WIN!



Pics from the past

some piggy-backs

A tank, Mk. VIII “International” with a Renault FT sitting on its back. It’s not known whether this was done as a lark, or if it was a serious attempt at... something!



And not to be outdone, the Soviets loaded up a TB-3 bomber with three Polikarpov I-5 parasite fighters. Incidentally... there are models available for these machines, so you could build a pretty interesting aircraft or armour diorama if you’d like to try!

The Short-Mayo composite was a modified Short *Empire* flying boat carrying the Short S.21 *Mercury* floatplane. The *Mercury* would be launched in mid-ocean carrying mail, while the larger flying boat continued on with passengers. And yes... it did work! There used to be a vacu-formed kit of this affair, but it would take some serious searching to find one now.



More recently, here’s a pic of a ship carrying a ship. This is the *MV Blue Marlin* carrying the *USS Cole* back from Yemen. The *Blue Marlin* can lower itself until its deck is below the surface. Then the ‘passenger’ is floated into position. Pumping out its ballast tanks raises the *Blue Marlin* with the ‘passenger’ now on deck.



*This article on the Avro Anson is not a “how-to” modelling article. It’s a basic overview of wartime Canadian Avro Anson variants, some of their detail differences, and some typical colour schemes. We hope that it will inspire some of our members to work on a more detailed modelling related article that can be printed in **RT**.*

With the establishment of the BCATP (*British Commonwealth Air Training Plan*) in December 1939, the Avro Anson was chosen as the main aircraft type to be used for multi-engine training.

Canada received a total of 1,528 Anson Mk. Is from the UK, and once here, they were modified for operation under our harsher climatic conditions. These mods included the addition of cabin heating, interior fuselage panelling, and carburetor heating.

The **Anson Mk. I** was fitted with the Armstrong Siddeley Cheetah IX engine with its distinctive cowling bulges – the Mk. I’s most easily identifiable feature. (Some late-war Mk. Is were fitted with the Cheetah XIX engine, with a smooth cowling. It’s unclear whether any of these made their way to Canada.)

Jumping ahead to the **Anson Mk. III** we find an aircraft which was composed of a Mk. I airframe and American Jacobs L-6MB R-915 engines with its smooth contour cowling. Originally built in the UK, Mk. I airframes were eventually sent to Canada sans engine. With the Jacobs engine installed once they arrived in Canada, we have a **Canadian Mk. III**.

Meanwhile, back at the factory – the Federal Aircraft Limited factory in Montreal, that is. Federal Aircraft was a Canadian government company set-up in 1940 to supervise construction of the Anson Trainer in Canada. Here, American Jacobs engines were used, and the airframe was substantially re-designed to facilitate cold weather operations. Twin undercarriage radius rods replaced the Mk. I’s single rod yoke design, and wooden airframe components were also used where possible. This was the **Anson Mk. II**. It’s main identifying features are the smooth

engine cowlings and the moulded plywood nose. The Mk. II also has some of the Mk. I’s cabin windows blanked off as part of the winterization mods.

Covering all bases against the possible shortage of Jacobs engines, some 173 Mk. Is and Mk. IIIs were fitted with Wright Whirlwind R-975 engines, producing the **Mk. IV**. Externally it appeared similar to the smooth-cowled Mk. III.

A further Canadian development, the **Anson Mk. V** featured an entire fuselage of moulded plywood, replacing the fabric-covered fuselage of earlier models. The streamlined new fuselage enhanced performance and made the aircraft relatively draft-free, an important factor in Canadian winter conditions. The cabin windows of the earlier models were replaced by distinctive circular portholes. The Mk. V was powered by two 450hp Pratt & Whitney R-985-AN-12B engines.

The Anson has been kitted in both 1/48 and 1/72 scale. Classic Airframes produced several boxings of the Anson Mk. I in 1/48, and they have been re-issued by Special Hobby. If you are building a Canadian aircraft you’ll want the “late” version with the more upright windscreen. The sloping windscreen “early” version was produced in small numbers and very few seem to have made it to Canada. Airfix used to produce a 1/72 scale Anson Mk. I, but they are difficult to find nowadays. Special Hobby has also issued 1/72 versions. I assume they are essentially scale-downs of the 1/48 examples?

It’s odd that no one has produced a conversion for the Anson Mk. II. I’m sure it would sell well. The Mk. V would be much more difficult, requiring an entire new fuselage as well. Still, it’s certainly doable.

A typical Anson Mk. I. Note the Cheetah IX's cowling with its distinctive bulges, and the more vertical windscreen identifying it as the later variant.



An Anson Mk. II, Note the differences – The cowlings are smooth and cylindrical with an intake on the bottom. The nose is also of a slightly different contour, with a clear perspex front.

The first Canadian Mk. III – basically a Mk. I airframe fitted with Jacobs engines and cowlings. Later Mk. IIIs had the twin u/c radius rone of the Mk. II.



The Anson Mk.V, with its moulded plywood fuselage and 'porthole' cabin windows. A more difficult modelling project.



An Anson Mk I. Note the yoke-style single radius rod undercarriage (here covered with a fairing). That 'thing' in front of the undercarriage projecting from the nacelle is the oil cooler.

Though this Anson Mk. II is fitted with skis, it provides a good view of the twin parallel undercarriage radius rods used on this version. Obviously the lower part of the nacelle would also have to be modified when converting this from a Mk. I kit. This is also the configuration which appeared on later Mk. IIIs.



Undercarriage on the Anson Mk. V, similar to that of the Mk. II.



Anson Mk. Is, 6117 and 6169, in two different colour schemes. Arriving from the UK in camouflage finish, they were probably painted overall yellow as they underwent repair or overhaul. The fact that 6117 has had several cabin windows blanked off seems to reinforce that it has indeed been modified. The combination of dull type B wing roundels and what appear to be bright fuselage roundels is also interesting.



A pair of Anson Mk. IIs in formation "somewhere over Canada".

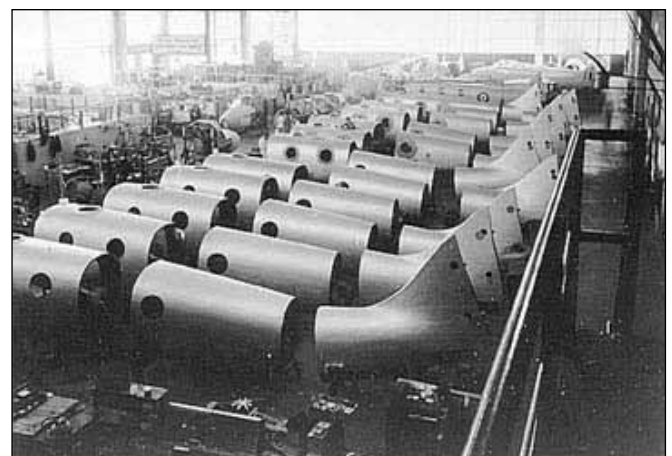


A number of Anson Mk.IIs were supplied to the USAAF, where it was designated the AT-20.



Anson Mk. V in flight, wearing type C markings.

A poor quality yet interesting photo of Anson Mk.V moulded plywood fuselage sections. Those in the distance seem to have been joined into complete fuselages.

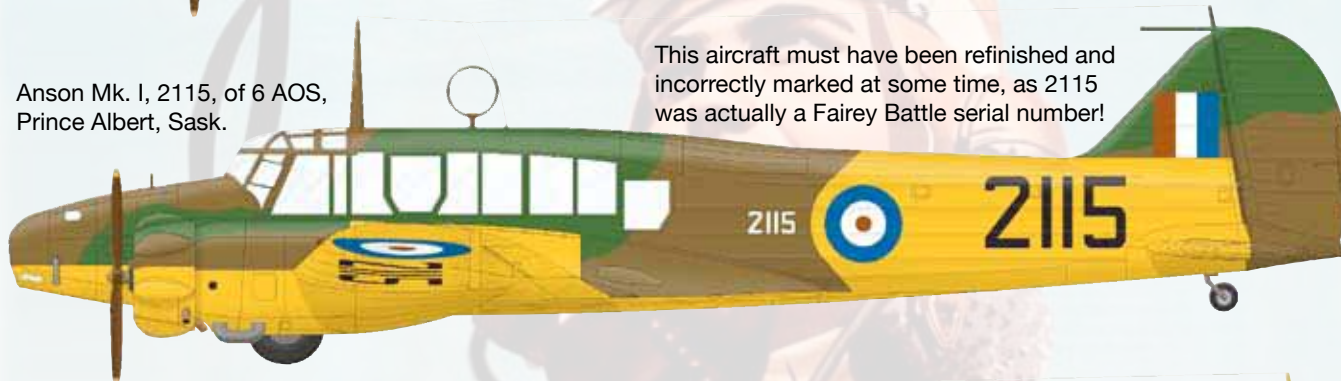


Anson Mk. I 6077 (ex RAF R9878),
7 Air Observers School, Portage la
Prairie, Manitoba.



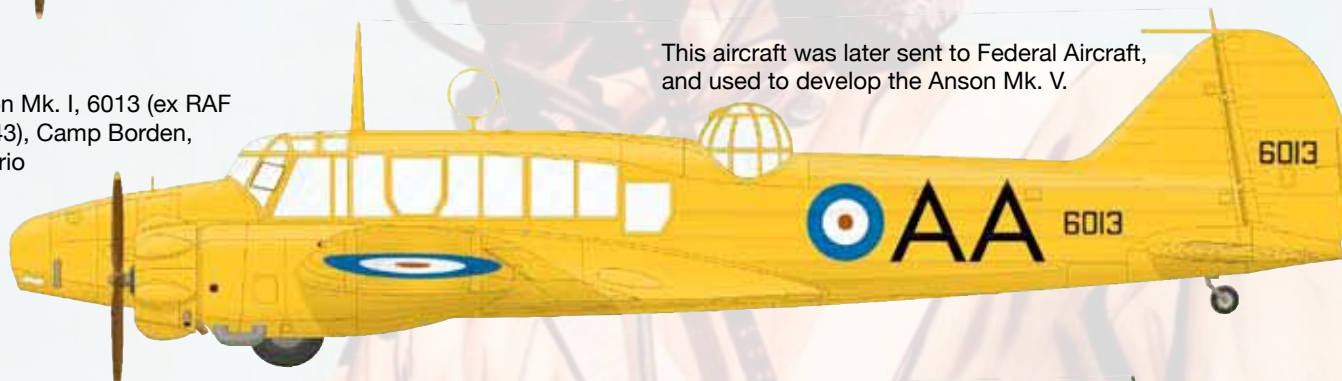
Anson Mk. I, 2115, of 6 AOS,
Prince Albert, Sask.

This aircraft must have been refinished and
incorrectly marked at some time, as 2115
was actually a Fairey Battle serial number!



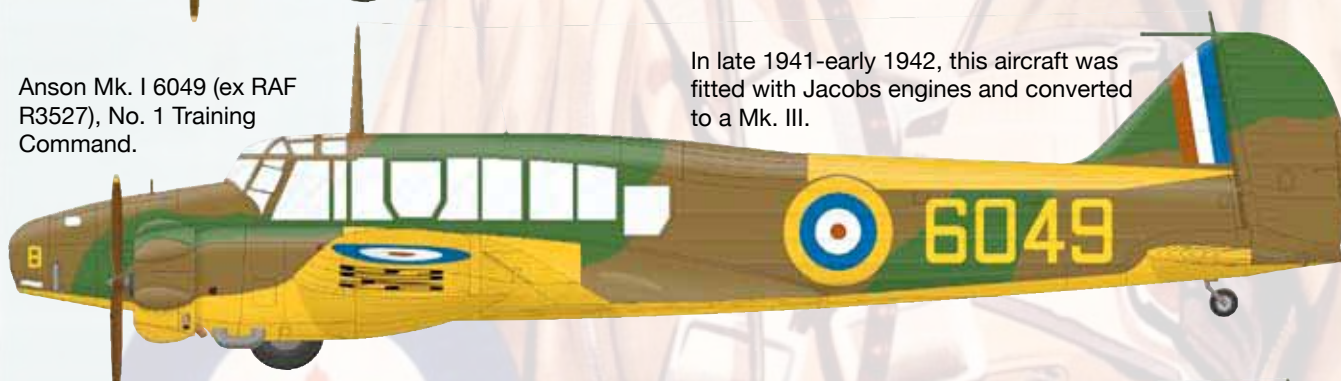
Anson Mk. I, 6013 (ex RAF
N9943), Camp Borden,
Ontario

This aircraft was later sent to Federal Aircraft,
and used to develop the Anson Mk. V.

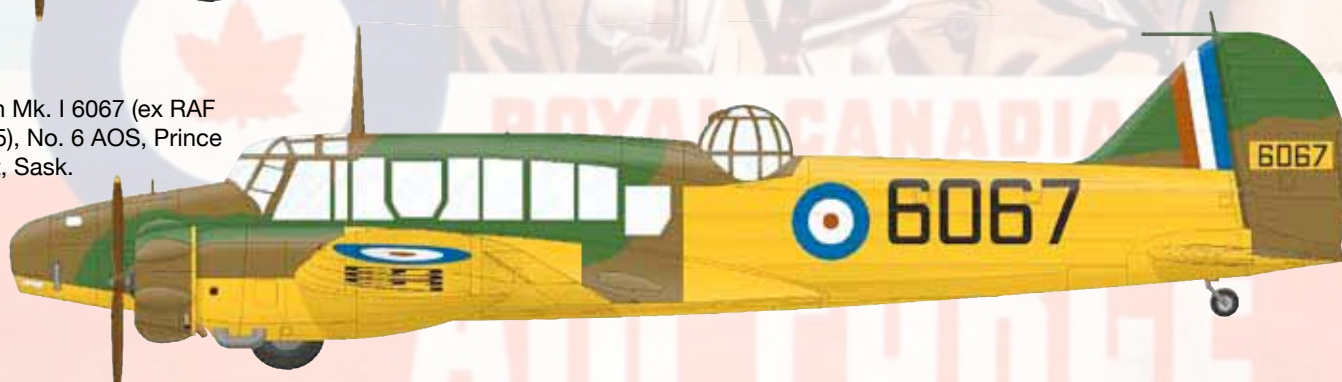


Anson Mk. I 6049 (ex RAF
R3527), No. 1 Training
Command.

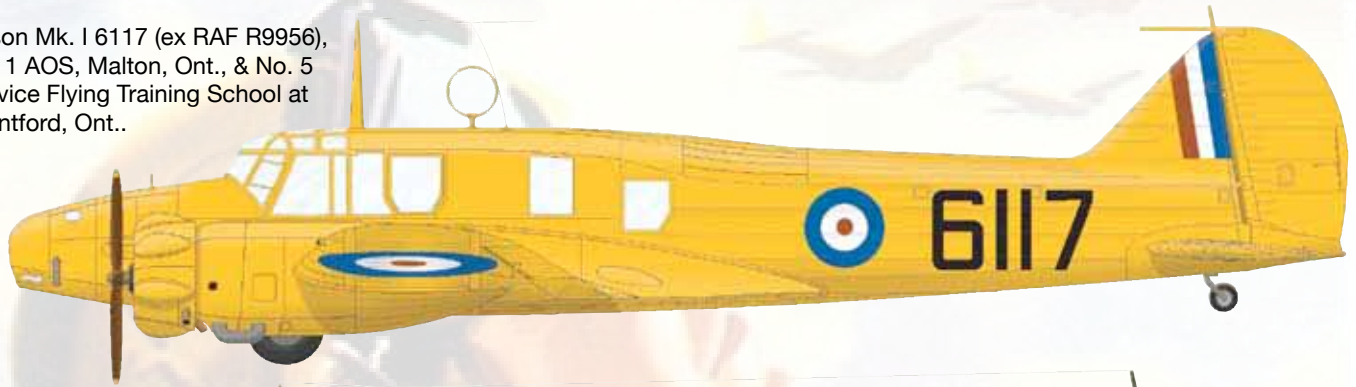
In late 1941-early 1942, this aircraft was
fitted with Jacobs engines and converted
to a Mk. III.



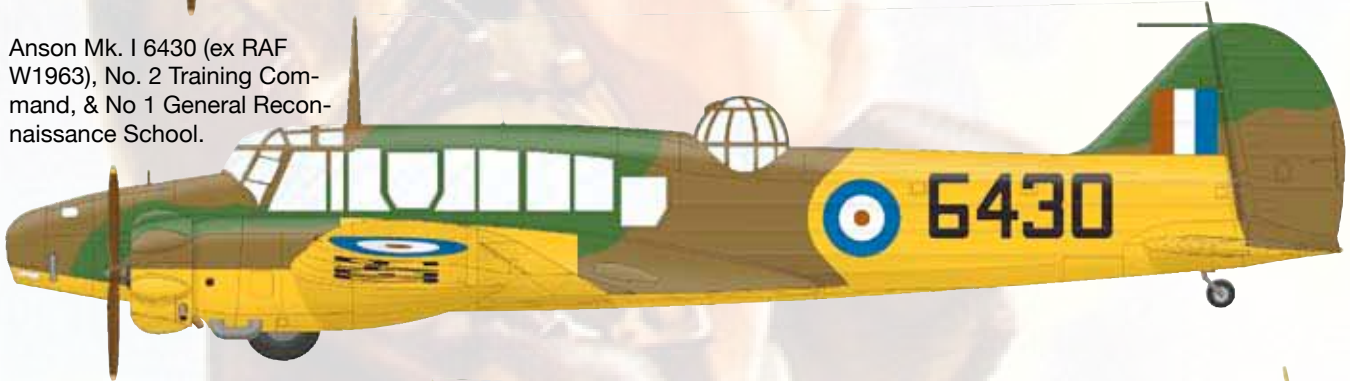
Anson Mk. I 6067 (ex RAF
R9835), No. 6 AOS, Prince
Albert, Sask.



Anson Mk. I 6117 (ex RAF R9956),
No. 1 AOS, Malton, Ont., & No. 5
Service Flying Training School at
Brantford, Ont..

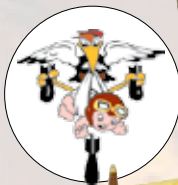


Anson Mk. I 6430 (ex RAF
W1963), No. 2 Training Com-
mand, & No 1 General Recon-
naissance School.



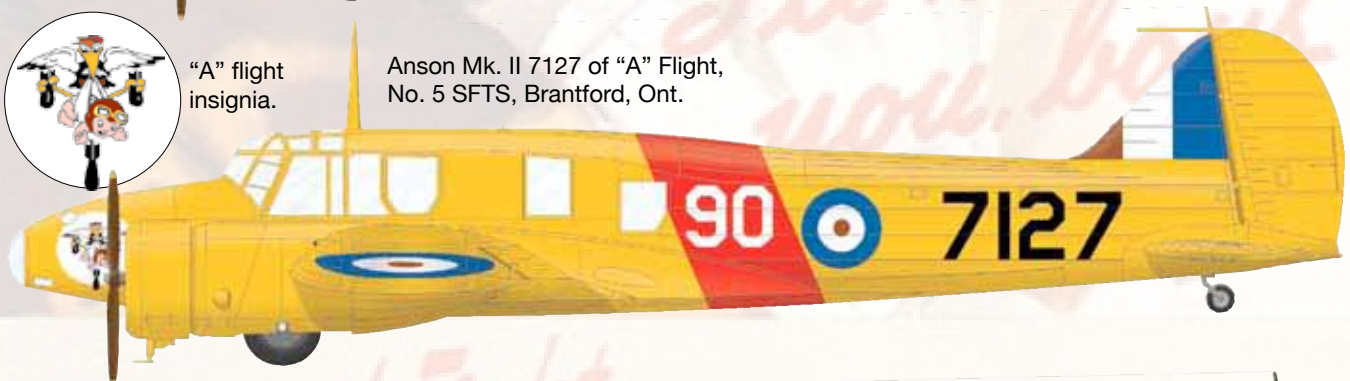
Anson Mk. I 6656 (ex RAF W2433),
No. 10 AOS.

Note that this aircraft (and 6117 above) has obviously
undergone some modification, during which some
cabin windows were eliminated.

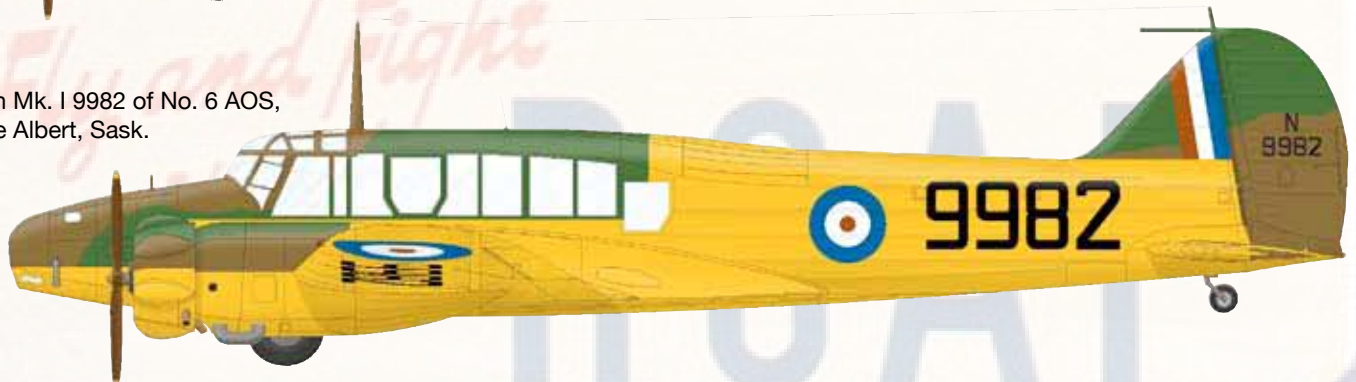


"A" flight
insignia.

Anson Mk. II 7127 of "A" Flight,
No. 5 SFTS, Brantford, Ont.



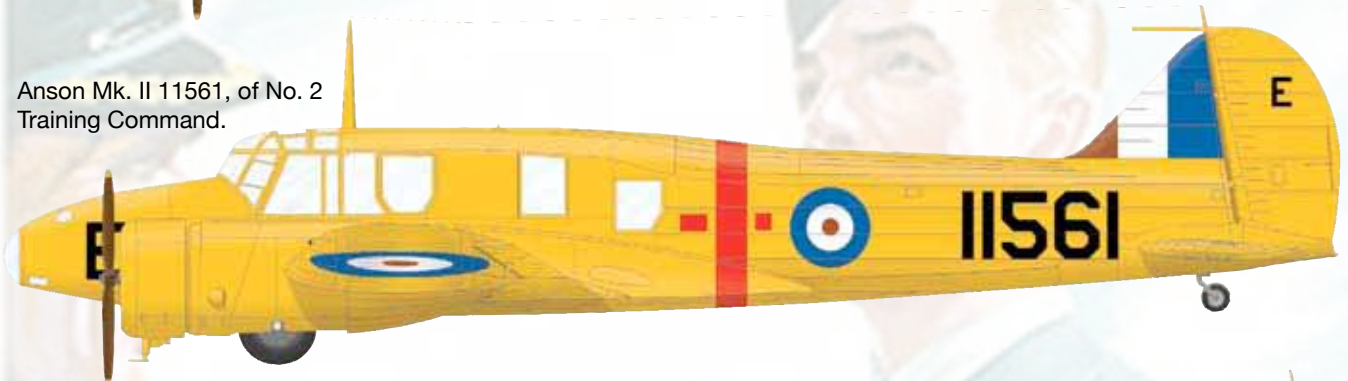
Anson Mk. I 9982 of No. 6 AOS,
Prince Albert, Sask.



Anson Mk. III 6077 (ex RAF R9878).
This aircraft served with No. 15
SFTS, Claresholm, Alberta, & No. 7
AOS, Portage la Prairie, Manitoba.



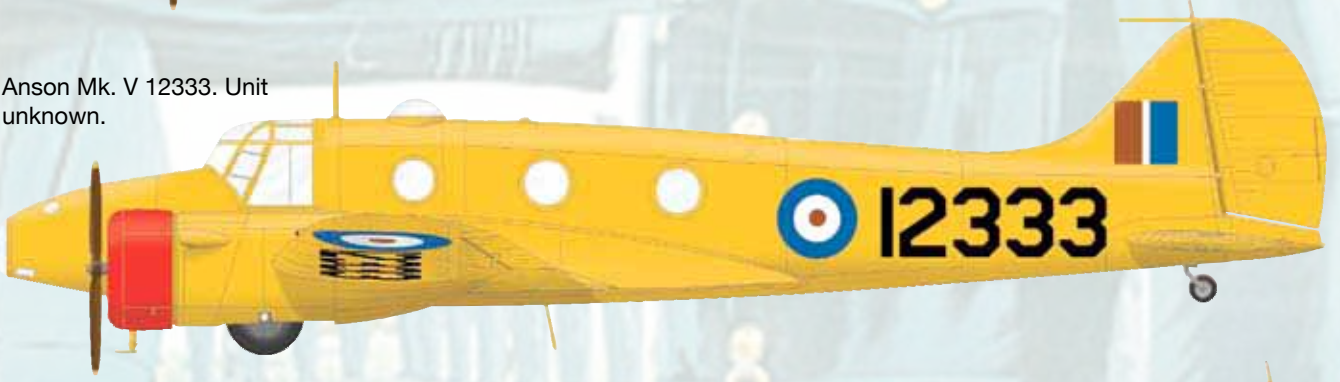
Anson Mk. II 11561, of No. 2
Training Command.



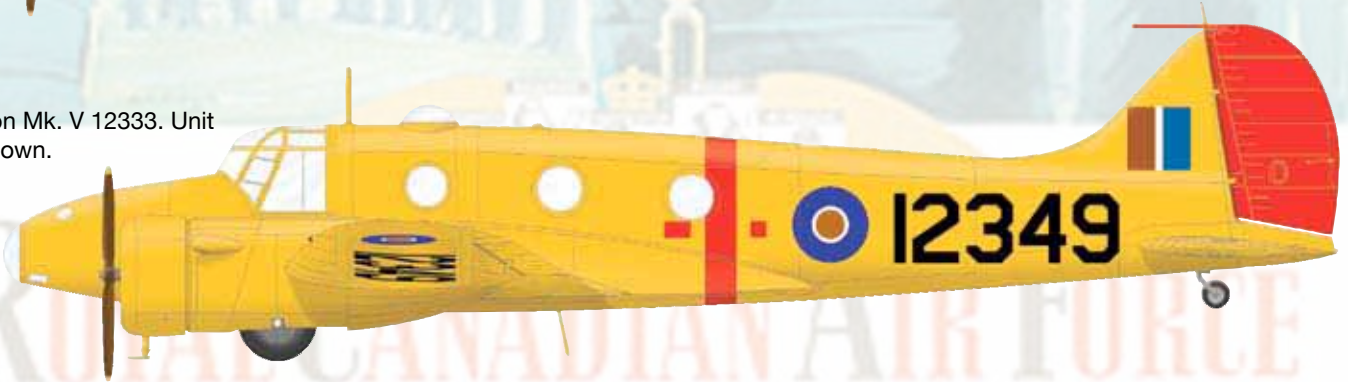
Anson Mk. V 11684, of No. 3
Training Command.



Anson Mk. V 12333. Unit
unknown.

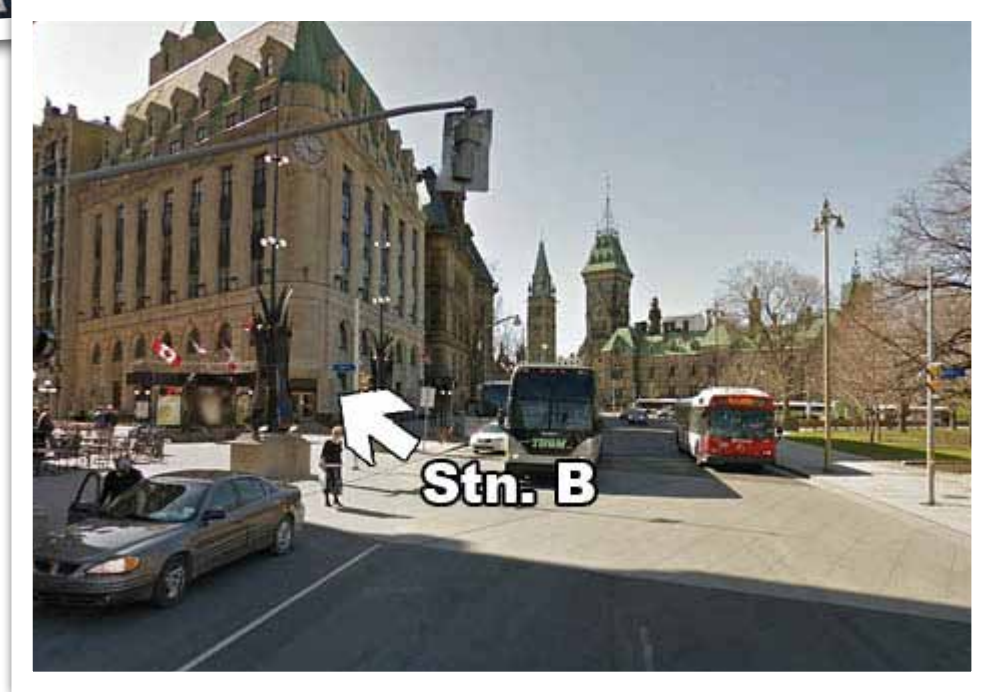


Anson Mk. V 12349. Unit
unknown.



THE BOX IN THE HOOD!

Given all the kerfuffle about mail delivery in Canada, we thought you'd like to see exactly where your mail goes when you send it to IPMS Canada. Below is a Google Earth view of downtown Ottawa. You can see that "Box 626, Stn. B" is right across the street from the National War Memorial, and about a block from Parliament Hill. Not a bad neighbourhood for an IPMS box, I suppose!



FEED BACK RCAF H-21 Helicopters

from **Stan Boyington**, (RCAF Retired)
IPMS # C3362, Caledon, Ontario



"I was most interested in the excellent Flying Banana article by Vic Scheuerman in the Spring 2013 issue of RT. During the 1960s I was the Engineering Officer with 111 Composite Unit (KU), a Search and Rescue (SAR) unit based at

RCAF Station Winnipeg. 111 KU had two Grumman Albatross amphibians, two Dakotas, two H-21A helicopters and one T-33 on inventory.

I consulted my old flying log book to check which of the two H-21As I had flown in. It turned out to be 9611. My entry of 05 November 1965 records that I went along as a 'spotter' (a person whose job is to scan the ground under and near the flightpath of the SAR aircraft to look for signs of the subject of the search) on H-21A 9611 to a crash site near Pickle Lake, Ontario. Our route had been: Winnipeg - Red Lake - Pickle Lake - crash site - Pickle Lake - Sioux Lookout - Kenora - Winnipeg.



The author's first H-21 ride was in H-21A 9611. Here's that same aircraft in company with an RCAF crash boat, sometime before 1965, when the Red Ensign changed over the new Canadian flag. (DND Photo PL-140540)

Somewhere between Kenora and Winnipeg we encountered a major snowstorm, and became lost in the white-out conditions. All that we could see was the continual forest, and a decision was made to find a bit of a clearing where we could lower (via the aircraft's rescue hoist) two SAR technicians with their chain saws to clear a landing spot. Just as the two techs were getting ready we came out of the storm,



The author's second H-21 trip was in 9639. Here it is in an early period shot, prior to 1959, when the fin flash changed to the Red Ensign. (DND Photo RNC-43)

and spotted a railway. We immediately altered our heading and followed the tracks into Winnipeg. It brought a whole new meaning to IFR - namely I Follow Railways!

By November 1965 both H-21A helicopters were getting quite 'long in the tooth'. During a pre-flight walk-around on 9611 I took note of the surprising number of cracks in the airframe. After the flight I had the NCO in charge of the helicopters undertake a detailed inspection and report on the condition of the airframes on both helicopters. A couple of days later I received the report and immediately transcribed it into two UCRs (these are Unsatisfactory Condition Reports that the Canadian military uses to document a variety of technical problems and issues) and passed it on to NDHQ (National Defence Headquarters). Shortly thereafter both helicopters were grounded and eventually scrapped.

In March 1966 I was posted to CFB Trenton where I became the BAMEO (Base Aircraft Maintenance Engineering Officer). While there I had flown in 9639, one of the two H-21Bs on inventory. At that time Trenton had 12 different aircraft types both fixed and rotary wing on inventory including two CH-113 SAR helicopters. On two occasions ground-crew and parts had to be flown out by H-21s to rescue CH-113s that had made emergency landings. As a result the H-21s were given the honour of being called thereafter "Labrador Retrievers". Well, maybe you had to be there for it to be funny!

I recall that when the crew from the second CH-113 landing 'incident' was returned to Trenton by the H-21A, both pilots immediately raced to the Officers' Mess to "quench their thirst". The SMO (Senior Medical Officer) had intended to meet them at the

helicopter for a quick check-up as the normal course of events. When the SMO finally located them at the Mess he was not amused, as a check for alcohol was by now useless. The SMO was a really good guy

who was just doing his job but I'm sure that it was unnecessary in this case. The non-use of alcohol for 18 hours before the pre-flight visit to the weather office was strictly adhered to at Trenton."



Some very nice modelling detail of RCAF H-44A 9591 in 1968, which was similar to the H-21A/B. Note the silver-fabric sea flotation bags fitted on this aircraft. (DND Photos PCN68-429 and PCN68-430)

H-21B 9641 prior to the flag change in February 1965. The author's ride in 9611 would have been painted like this. (DND Photo PCN-3571)



9592 at RCAF Station Trenton around the period mentioned in the article. With the Canadian ensign still flying on the tail, this dates the photo to before 1965. (DND Photo PCN-2388)

Book Review

by Gary Barling – C#0014
Ottawa Valley Plastic Modellers



“Royal Flying Corps/Royal Air Force Training Squadrons in Canada (Aircraft Markings, Squadrons and Stations) 1917-1918
by Bill Kilgrain

Overview

Many years ago, I acquired several aviation lithographs by Canadian R. W. Bradford. There was Raymond Collishaw in his Sopwith Triplane, Johnnie Johnson in his Spittfire IX, and one painting that showed a number of light-coloured two-seater biplanes apparently at some sort of flying school.

And that’s where my knowledge of this intriguing story rested until I was offered the chance to review Bill Kilgrain’s book on the subject. Subsequently, I learned that, during the latter half of World War One, there had been seven schools set up throughout southern Ontario (and one proposed, but not started, in British Columbia). And the plan went further: the United States got involved, resulting in the training of ten squadrons for US service and the provision of airfields in Texas for training during the winter. The

aircraft chosen for training was the American Curtiss JN-4A and its Canadian variant, the JN-4 (Canadian) known for almost then and forever afterwards as the JN-4 Canuck.

Mr. Kilgrain’s book covers its titled topic in great detail. The background and organization of this training initiative is covered in very good detail. Maps show the locations of the various training schools and numerous photographs give a clear idea of the facilities on each. The aircraft variants are covered well, with colour 1/72 scale drawings of both the JN-4A and C provided, and over 70 coloured profiles along with numerous coloured scrap drawings of various squadron aircraft. These are provided along with short squadron write-ups, which include a short history, the stations occupied, the type of aircraft used, and the markings carried by the aircraft. Some interesting photos show various aircraft modifications, including the fitting of skis and the reconstruction of the fuselage to provide four stretcher-bearing ambulance aircraft. An exhaustive listing of Canadian aircraft operated in Canada and the United States is provided at the end of the book

Overall Impression

This book fills a gap in the history of World War One aviation training very well. It is well-organized and employs good use of photographs. Every so often, a “point of interest” pops up: an air crew recruiting advertisement; the junior officer who habitually got out of his cockpit and walked along the wing and sat on the rear fuselage while in flight...and with no parachute; the “enemy Jenny,” complete with checkerboard fuselage and iron cross; floating full-sized silhouettes, anchored in Lake Ontario for gunnery practice; and the armour-plated boat used by the School of Aerial Fighting for air-to-ground gunnery practice. And, once seen, who could forget the aircraft that landed on the side of the bank building in Oshawa, Ontario...and stayed there!

I do have a couple of minor criticisms. I expect that the fuselage length given on Page 31 is supposed to be 27’-2 1/2,” not the 7’-2 1/2” given. There are a few typographical errors, but not many. And the “Hythe camera gun” on Page 79 is actually a real Lewis gun in the posed photo. However, tallied up against the overall worth of the volume, these are minor observations at best.

There is no specific reference to modelling in the book, but it is an excellent source of material for

those wishing to build a model of these aircraft. The only kit in 1/48th scale is the vintage Lindberg JN-4D. Olimp offers a 1/72nd scale kit, again an American version. For those interested in doing a build, here is the link to a modification article posted on the IPMS Canada website: http://www.ipmscanada.com/ipms/Reference_%20Article/Aircraft/JN-4.pdf



Decals for both Canadian and American Jennies are available in one four-sheet decal set from Lone Star Models. Lone Star's decal page is here: <http://www.lonestarmodels.com/Decals.html>

Final Assessment and Recommendation

This is a very worthwhile volume, and I recommend it to anyone with an interest in this topic, either historical or modelling. Mr. Kilgrain is to be congratulated on his efforts. The book is available from CanMilAir Decals for \$37.00. <http://www.canmilair.com>

Size – 8 ½ inches x 11 inches

Binding – Soft-covered, spiral bound

Pages - 94

We've made the big time!

(in a manner of speaking)



The new Kinetic "F-5B Freedom Fighter" is now out, and it was issued with a Canadian CF-5D 'aggressor' on the box (as well as on the decal sheet). The kit is said to contain alternate parts to allow the building of a Canadair CF-5D or NF-5B, although we haven't yet seen one to verify this. Maybe one of our readers will do a review for the next edition of *beaverTales!*

IPMS Calgary captured by Italians!



If anyone has tried to access the **IPMS Calgary** (Rocky Mountain Model Club) website recently, you will have found that it's apparently been hacked and taken over by an organization calling itself Darknet. I can't read their manifesto, as it's in Italian! Did someone in the RMMC perchance denigrate the capabilities of the Caproni Ca-60? Or disparage an Italeri kit? Or make fun of the Bersaglieri's hats? We don't know... but let's go, Calgary! The *IPMS Canada Members' Liberation Army* is ready to help you retake your website!



SPECIAL FREE 50th Anniversary Decal Sheet!



It's on the drawing board even as you read this! As 2014 is IPMS Canada's 50th year, we've decided to celebrate by providing the members with a special anniversary present. Sometime this year all members will receive a special free decal sheet sent with their **RT**. There should be something for everyone, whether you're an aircraft or armour enthusiast. This sheet will only be sent to members who are current at the time. None will be available later as a special product, and if you are late renewing we won't be able to send you one either. So if you know some modellers who are not yet members, encourage them to join, lest they miss out.

VALOURCON 5 SCALE MODEL CONTEST



April 25-26, 2014



FOR INFORMATION VISIT IPMSWINNIPEG.CA



*Have you got your
IPMS Canada gear?*

Check it out at:
www.cafepress.com/ipmscanada
and get yours!

1/72 ANG Mustangs

OUR LATEST DECALS!

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

1/48 Naval T-Birds

Friends of IPMS Canada

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.



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

IMPERIAL HOBBIES

VANCOUVER'S PREMIER HOBBY AND GAMING SUPPLY STORE FOR OVER TWENTY YEARS



**Special discounts for
IPMS Canada members
– in-store and mail order –
Contact us for details**



1-877-273-4427
(604)273-4427
www.imperialhobbies.ca
orders@imperialhobbies.ca

5451 No. 3 Road
Richmond, BC
V6X 2C7
Canada

FLIGHTDECS

Your one-stop shopping site for Aircraft decals.

We carry all major and most smaller brands in 1/72, 1/48, and 1/32 scales.

Tel: (807) 768-1586
Fax: (807) 768-1597
www.flightdecs.ca



FLIGHTDECS
244 Masters Street
Thunder Bay, ON
P7B 6L5 Canada



THE RESIN SHIPYARD



Specializing in 1/350 scale Canadian Ship Model Kits

www.resinshipyard.com 1-866-361-7521 sales@resinshipyard.com

Carefree

Hobbies, Models & Collectibles



1029 Speers Rd., Unit 8
Oakville, ON
L6L 2X5

905-844-8526
www.carefreehobbies.com



DECALS

ACCESSORIES

KITS



www.canuckmodels.com

Decals and resin accessories

Your best choice for premium
RCAF and CAF decals and accessories



SAM PUBLICATIONS



VISIT SAM PUBLICATIONS FANTASTIC NEW E-COMMERCE WEBSITE FOR ALL OUR MAGAZINES, BOOKS AND E-PUBLICATIONS

10% reduction for all IPMS Canada members on purchases from the
SAM Publications website!

At the checkout simply enter the code: **IPMSCANADA**

10%
OFF!



e: clare@sampublications.com • T: 08707 333733

www.sampublications.com

PLAMOD

DISTRIBUTORS, INC

EXCLUSIVE DISTRIBUTOR OF AOSHIMA / GSI CREOS / BANDAI
ASK YOUR HOBBY RETAILER TO CONTACT US TODAY!



FOR CONTACT INFO & DEALER APP PLEASE VISIT: WWW.PLAMOD.COM

THUNDERBIRD MODELS

Plastic kits, flying models, paints, tools, decals & accessories!

10% discount to IPMS members - in store and mail order

www.thunderbirdmodels.co.uk



MMPBOOKS
www.mmpbooks.biz

MMP Books is pleased to offer
a 10% discount to
IPMS Canada members.

On checkout enter discount code
IPMSCanadaut956



ATTENTION

Canadian hobby vendors & producers

Would you like some
free advertising in
beaverTales?



It's simple! All you have to do is have some IPMS Canada flyers available in your shop. Or if you only do mail-order, include one in each of your shipments. We'll provide all you need... a supply of flyers, and a small holder to display them.

Join your fellow hobby suppliers who have adverts here. Support IPMS Canada and let IPMS Canada help support you.

If you're interested, just contact us at box626@ipmscanada.com

SUNWARD HOBBIES.ca

by



Tel: 416-953-1847

email: info@sunwardhobbies.ca

Rocketry Kits • Plastic Models
Airbrushes • RC Cars & Helicopters
Moebius Models • Rocket Engines
Paint & Paint Supplies • Tools



Free shipping on qualified orders over \$75.00! Flat \$4.95 to most Canadian addresses.

www.hobcen.com

613-288-1299

*"...the best selection of plastic
model kits in the city"*
- The Ottawa Citizen



6-33 Royden Place, Ottawa, ON K2E 1A3