



**Well...
did you like it?**



By now you all will have received your IPMS Canada 50th Anniversary decal sheet, which was sent out in the last issue of **RT**. (At least those of you that were members at the time have received it.) There were many research and artwork hours put into this and the 'instruction' section of the **RT**, and I'm sure those involved would appreciate hearing what you think.

Also, if you build models of any of the decal sheet subjects, please send a couple of pictures to box626@ipmscanada.com. We'll present them in future *beaverRTales* and show everyone what you've done.

And as we proposed in the last *beaverRTales*, would you like to receive free (small) decal sheets in **RT** on a regular basis... maybe twice a year? This anniversary sheet has proven so popular that it may be possible to continue the concept – on a smaller, more affordable scale, of course. If you have some specific subjects in mind, let us know... as long as you can supply some reference material and/or modelling info as well.



IPMS Canada will be sponsoring a "**Best Canadian Subject**" award at the IPMS USA 2015 Nationals in Columbus, Ohio this summer. (Information available at ipmsusa2015.com) If you're going, start thinking about **your** Canadian subject!



So... just what is a "Canadian" subject? To qualify for the award, your entry has to be identifiably and distinctly Canadian in its markings, and use.

Canadian Armed Forces, Royal Canadian Air Force, Royal Canadian Navy and Canadian Army subjects would obviously qualify.

Some other 'Yes' examples would be:

- an RCMP police car
- an Airbus A320 in Air Canada markings
- a figure of Canadian fighter pilot Buzz Beurling
- a model of the schooner Bluenose
- a Canadian Churchill tank at Dieppe

Some 'Sorry, but no' examples would be:

- a plain-painted vehicle sporting provincial plates
- a Space Shuttle with the Canadarm
- a Ram tank used by the Dutch Army
- a Belgian CF-100
- a Canadian-built Royal Navy Corvette

If you're unsure, or need some clarification, email your questions to - box626@ipmscanada.com

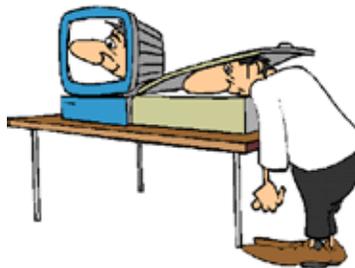


"You know, if we do Air Canada markings we could qualify for the Best Canadian Subject award."

A big Thanks! (and **HELP!**)

A big thanks to those members who stepped up and offered to help with our **RT** back issue scanning project (see last *beaveRTales*). Because of you the project is now underway and making progress, albeit slowly.

It's a big job, and we can still use more **help**. Several people have already offered to assist, and we appreciate it. Do you have a scanner? Would you like to get involved? We would like volunteers to commit to scanning a minimum of one complete year of **RT**. We estimate that it should take approx 2-3 hours to do a complete year. You needn't do it all in one sitting; proceed at your own pace – maybe an issue every few days, or something like that. But please don't just jump into the deep end. Scan a couple pages of a back issue and send us the file. We'll try to make some recommendations to help you maximize the scan quality. Some scanning hardware and software is more capable than others, and we just want to ensure the best possible end result. Some equipment may just not be up to it.



If you'd like to get involved, you'll find the information you need in the last (Nov 2014) **BT**. Just get in touch via box626@ipmscanada.com, and we'll answer any questions that you may have.

IPMS Canada's St. John's Newfoundland chapter invites all local modellers in the area to drop in for one of their meetings. They're held on the first Tuesday of the month. If you're around St. John's but haven't



checked out the local chapter scene yet, their Facebook page will provide the information you need. They've got some interesting stuff there, so go to <https://www.facebook.com/pages/IPMS-St-Johns-NL/319507198172839>, and see what's happening



In the past, when producing **RT**, we always had a fair number of extras printed. Over the years this built up an unwieldy pile of old issues stored in someone's basement. If a renewal arrived late we would just send the late renewer the **RT** he/she had missed

and carry on as usual. Well, we can't do that any longer. With our new process we print only the quantity that we need to send out to active (i.e. those who have renewed on time) members. If you renew late, there just won't be enough to send you the issue you miss. Sorry – don't blame us. So please, when you receive an **RT** with a renewal notice in it do it **ASAP** and get it out of the way. It's simple... just go to www.ipmscanada.com, and renew online.



Is your chapter having a contest or other event? Let us know so we can help you publicize it and make it an even bigger success.

Sunday, March 22, 2015

HeritageCon 9
Canadian Warplane Heritage Museum
Hamilton, ON
Info: ipmshamilton.ca



Yes... it's a sad situation! Steve Sauvé, our **RT** editor, would like to appeal to all prospective authors out there for articles. Armour modelling material would be particularly welcome right now. At the moment he has a comfortable number of aircraft articles ready, and even a couple

of car articles, but zero for military vehicle models or other topics. If you have something to share, please send it in. If you're not sure if what you have is suitable, or if you'd like some help putting your article together, contact Steve at RT@ipmscanada.com.

Updated info on 'our' Spitfire

Additional notes from the Terry Higgins / Aviaeology Publishing collection

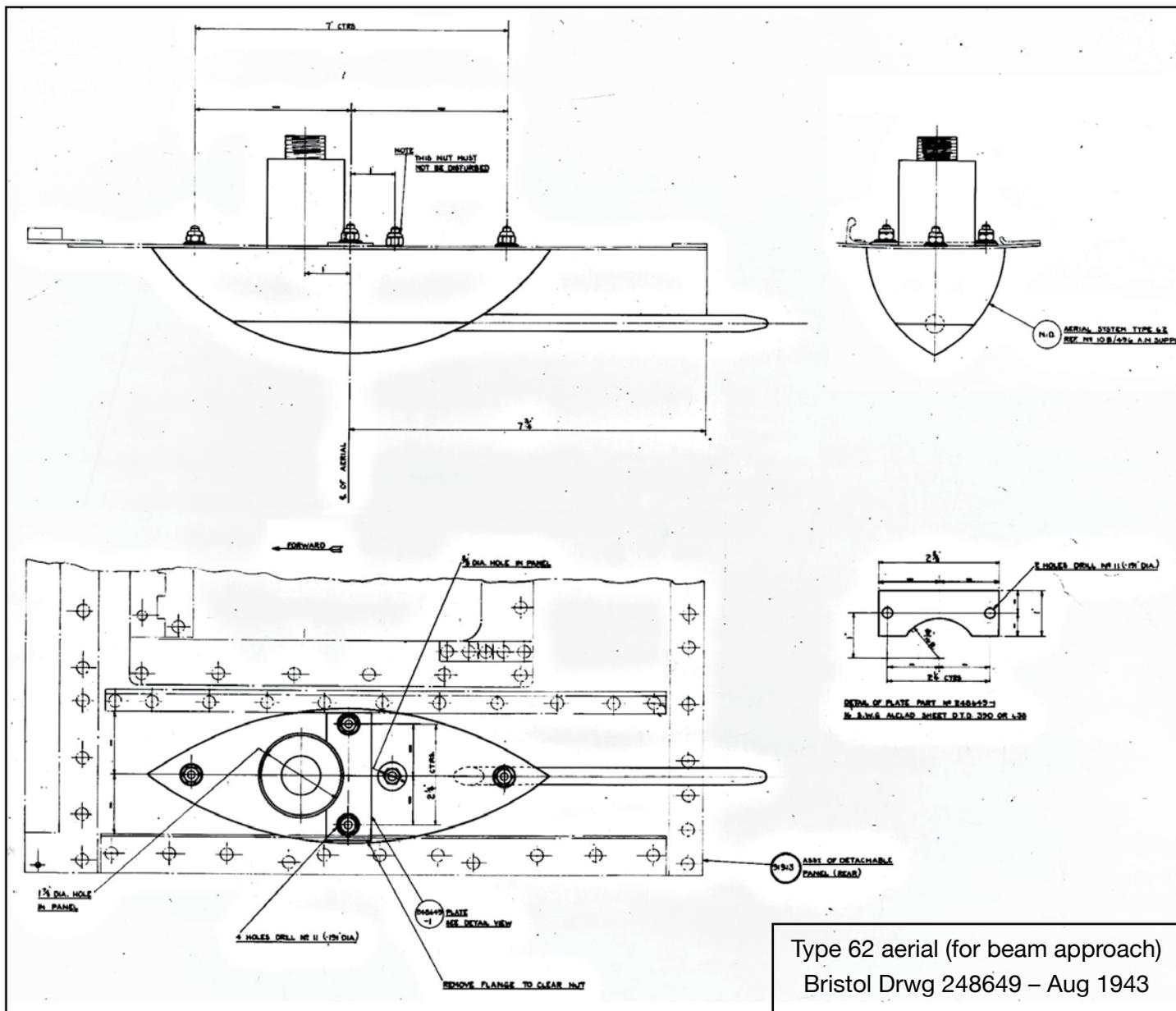


I just wanted to say a big THANK YOU for the free decal set, and offer my congrats to the team; including David for the excellent fine line work and registration, and Steve for the "big white" 2nd TAF Roundel explanation.

The only point I can see to nit-pick on has nothing to do with the decals/markings themselves so you may

rightly choose to ignore it... it concerns the details summary of Turner's Spitfire. The reference to a "Rebecca Mk.II beam approach antenna" is somewhat incorrect. The antenna shown is the Type 62 Aerial which was installed as part of the Advanced Beam Approach system landing aid. It succeeded the older, lower frequency "towel rack" BABS aerial seen on earlier Beam Approach systems.

This drawing (below) is taken from an original Bristol (Filton) Works Beaufighter drawing. Although Beau specific, with the exception of how the aerial fairing abuts the aircraft skin, for scale modelling purposes, the installation would have been the same on the Spitfire and many other types. The original drawing was to 1/1 scale and, lucky for us, since it is an installation drawing, some dimensions are given.



Type 62 aerial (for beam approach)
Bristol Drwg 248649 – Aug 1943



BUILD REVIEW

BRONCO 1/35 BUFFALO 6x6 MPCV

Model by Paolo Tosetti

Report by Giorgio Antonetti

Both Paolo and Giorgio are members of the Milano branch of IPMS Italy

This model was spotted at the IPMS(UK) 2013 Nats in Telford. As the Canadian Army used these vehicles in Afghanistan we thought it would make a nice review article for the membership. A detailed 'walkaround' photo essay of the CAF Buffalo can be found at primeportal.net/trucks/daryl_nightingale/buffalo_mrap/

The Buffalo 6x6 MPCV (Mine Protected Clearance Vehicle) or MRAP (Mine-Resistant Ambush Protected) is a truck with a specially designed armoured body. It carries a crew of two plus four engineers who are able to detect and 'make safe' mines and IEDs planted in the roadsides. A 30-foot extending arm allows the crew to uncover suspect devices while staying safely within the vehicle's armoured protection.

Powered by a 330 kw (450 hp) Mach AI400 engine, the Buffalo has a top speed of 104 km/h (65 mph) and a range of 450 km (280 mi). The combat weight is 25,000 kg (27.5 tons) with a load capacity of 17,000 kg (18.7 tons).

The Bronco kit, # CB 35100 consists of 15 plastic sprues and 1 set of photoetched parts. The instruc-

tions book (36 pages) is well organized and clear, with the exception of a few minor details where some confusion could arise about what to do. Particularly there are no instructions about the painting of the interior of the cabin which looks very basic indeed. However, due to the dark colour of the cabin glass windows, it is impossible to see inside. If someone wanted to show off the interior of the Buffalo it would be necessary to open the rear door, which is quite small.

This is a kit of average difficulty and assembly is made easy by the precision of the parts which go together with no trouble, and therefore without the need for filler putty. The supply of photoetched parts is extensive, but some of them are very tiny and quite difficult to handle.

Construction

I sprayed the cabin exterior with a mixture of Tamiya XF59 and XF60. I then added some highlights adding 1/3 of Tamiya XF55 to the above mixture. Some toning shades have been obtained by adding XF52 to the basic mixture.

The clear parts of the cabin are one of the strong points of the Buffalo. Their dimensions are so precise that I was able to snap them in place without glue. I coated the internal surfaces of the clear



parts with a 50:50 mixture of Tamiya Clear Blue X23 and Clear Green X25, with an addition of Tamiya Thinner X20 A. After the installation I sprayed the external surface of the clear parts with Hobby

Color H2O Flat Clear with the exception of those areas of the front windows where it was necessary to show the areas cleared by the windshield wipers.

As far as the extending arm is concerned, I recommend you not glue the components before installing them. I first put the components of the arm on the top of the truck in order to find the right alignment and then I glued the parts together.

The big wheels of the Buffalo are an important part of the model, due to the fact they are very visible. Thankfully they are moulded in styrene plastic and, having first class tire tread detail, they deserve a good weathering by paints and powders, considering that Buffalo has been mainly utilized in desert/sandy areas. To replicate the rubber wheels of the original I painted them Matt Black with light shades of Red Brown.

The total number of the pieces of the kit is not huge, like the kits of some competitors. Bronco made a good compromise between extensive detail and the time necessary to assemble the kit. In my case I spent about 25 hours on my Buffalo.



The aerial and the loads were not included in the box so I had to produce them myself.

Markings

Decals with three options are provided for:

- 101st US Airborne IRAQ 2006
- USMC Unit IRAQ 2006
- French Army, Afghanistan 2008

I choose to use the first one, it being the most usual scheme to see in the media.

Conclusion

This is a very original vehicle with a strong and impressive look.



How would you like to be a Detective?



If you have been checking in on the IPMS Canada Facebook page from time to time, you may have already seen this photo. It was also included, in smaller size, in the last *beaverTales*. It is a real puzzle, and we want to see if any of our members can help fill in the blanks. So... just what do we have here?

The vehicle is obviously a V-1. Or is it a JB-2 Loon? Was Canada involved in Loon testing? What's with that ridiculous maple leaf in the roundel?! It might lead one to several possible conclusions. It was applied before the maple leaf roundel became official, and there were no templates or guidelines for the design. (Even so, it's quite a travesty!) Or possibly it was done by non-military personnel who just added

something that they thought looked "maple-leafy". A less likely scenario would be that this is somewhere outside Canada and the local refinishers had no idea what an actual maple leaf roundel looked like. One wonders whether these weird roundels were applied to the wings as well.

The vehicle seems to be overall red with white trim... not exactly what you'd expect for a captured V-1. The bit of text that we can see on the fuselage flash reads "...MENT...". Some of our more clever members have said that this possibly reads "Air Armament Detachment", which was part of the Central Experimental Proving Establishment.

Another lead may be to identify the date, place, and personnel. That may allow us to search for additional photos or information. Without knowing where, when, or who to look for it's impossible. So, does this facility look familiar? The walls appear to be curved, as though it's inside a quonset hut or similar structure. And what about the officers? There seem to be Air Force, Navy, and Army types here, if that means anything... perhaps a special event where



brass from all three arms would be present. The fellow in the centre has no CANADA shoulder flashes and has coloured collar tabs. Is he a Brit? Do their uniforms typify an approximate date?

A bit more research has turned up some additional photos, shown here, which may shed some more light on this odd machine.



Here's an old photo of an Fi 103 Reichenberg (piloted V-1) in the War Museum's storage facility. In the background is a red V-1. Can it be our mystery V-1 before the addition of the white trim?

Dated 1957, here's a very poor newspaper clipping showing some Air Cadets posing with a red and white V-1 at RCAF Clinton. (which was closed in 1971).

If you *detectives* can supply any leads, information or even some speculation, email us at box626@ipmscanada.com, and we'll see what we can piece together.



And could this be our mystery V-1? Again at Clinton in 1962, it has the same scheme as in the original photo, though it lacks the roundel(s) and legend on the white fuselage flash. Perhaps someone familiar with this particular display or with RCAF Clinton can supply some additional information.



Hello from Finland!

Regarding an article in latest *beaverRTales* about aircraft on public highways please find enclosed a couple of photos of Finnish Air Force F-18C Hornets taking off from/landing on Highway 5 near Lusi, Finland in 2004. There are 17 of these highway runways around Finland. Not all of these runways are used regularly during military exercises but at least one is used every other year or so. Normal traffic will be then naturally diverted to use alternative routes. These exercises usually last 5-14 days.

Photos by K Asplund and sent with his permission.

Juhani Sierla
Helsinki, FINLAND



Kevin Smith of Ot-tawa adds some info on the RCAF snow-plane which was in the last beaverRTales.



“To answer the inquiry about the RCAF snowmobile, it is indeed an operational piece of equipment. That appears to be a vintage Lorch snowplane.

I haven’t seen pictures of other RCAF units, but there are tons of images of Lorch snowplanes on the net.

The Lorch is 100% Canadian too, as it was developed and built in Saskatchewan.

Some used Ford engines, while others used engines from scrapped Tiger Moth’s. They later used 6-cyl Lycoming aircraft engines.”

Some interesting articles too:

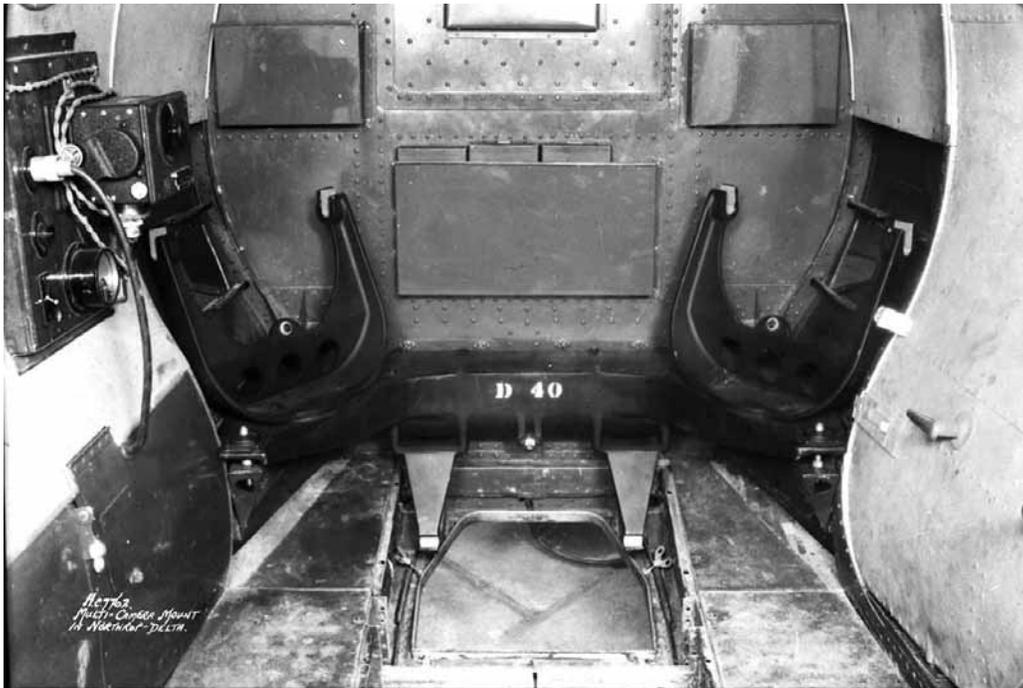
http://www.wdm.ca/artifact_articles/lorch.html

http://esask.uregina.ca/entry/lorch_snowplane.html

RCAF Deltas in detail

By Jim Bates
C6008 – Seattle, WA

In the May 2014 *BeaverRTales*, Dave Fletcher told the story of the RCAF Northrop Deltas. The Delta was the first modern aircraft to be operated by the RCAF, and indeed the first stressed skin type to be built in Canada. Even though the Delta was designed as an airliner, the RCAF aircraft were purchased as photo survey aircraft and no airline seats were fitted in the cabin. After the first three aircraft were delivered it was determined that the Deltas should also be outfitted as seaplane bombers. This requirement introduced bomb aimer's windows, bomb racks under the wings and fuselage, and gunners hatches in the fuselage. In 1939, it was decided that the Deltas would give up their photographic role and be utilized as bomber-reconnaissance aircraft. The aircraft operated in this role until being relegated to service as instructional airframes in 1941.

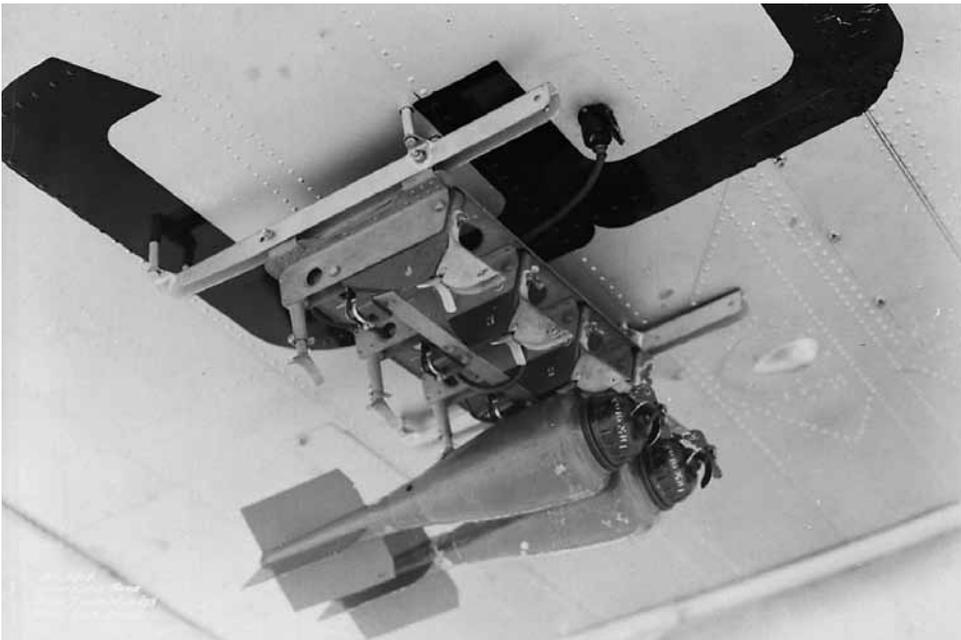


The Northrop Deltas were originally purchased by the RCAF for aerial photography. Shown here are the camera rack fittings inside the cabin.

A Delta Bomber. Delta 673 on skis armed to the teeth. It is hard to imagine how the underpowered Delta maneuvered in the air with this configuration.

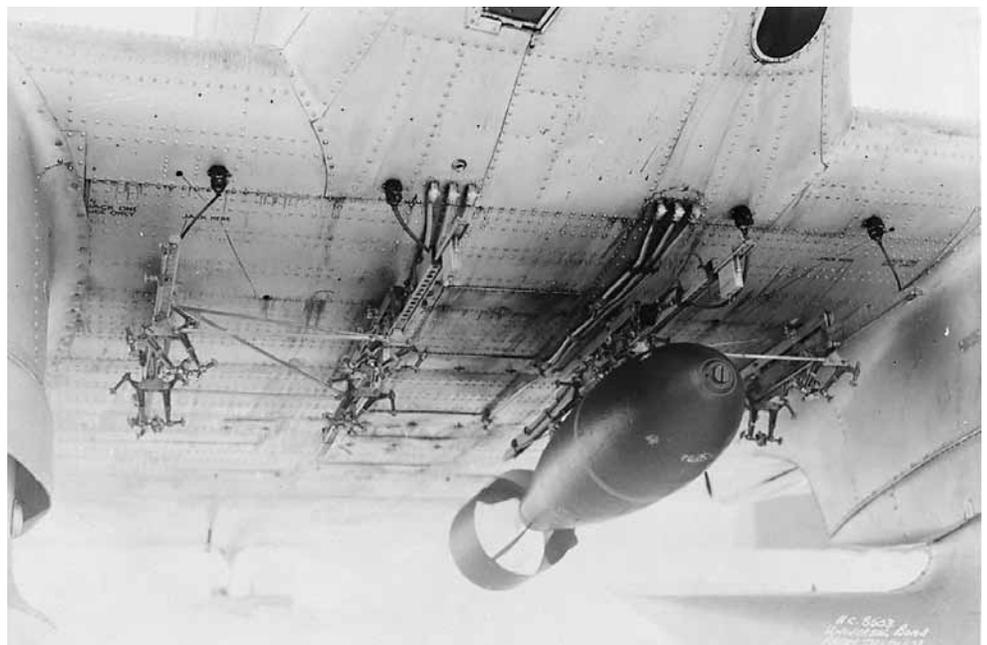


All Photos courtesy of the Canada. Dept. of National Defence/Library and Archives Canada.



The under fuselage bomb racks with bombs fitted.

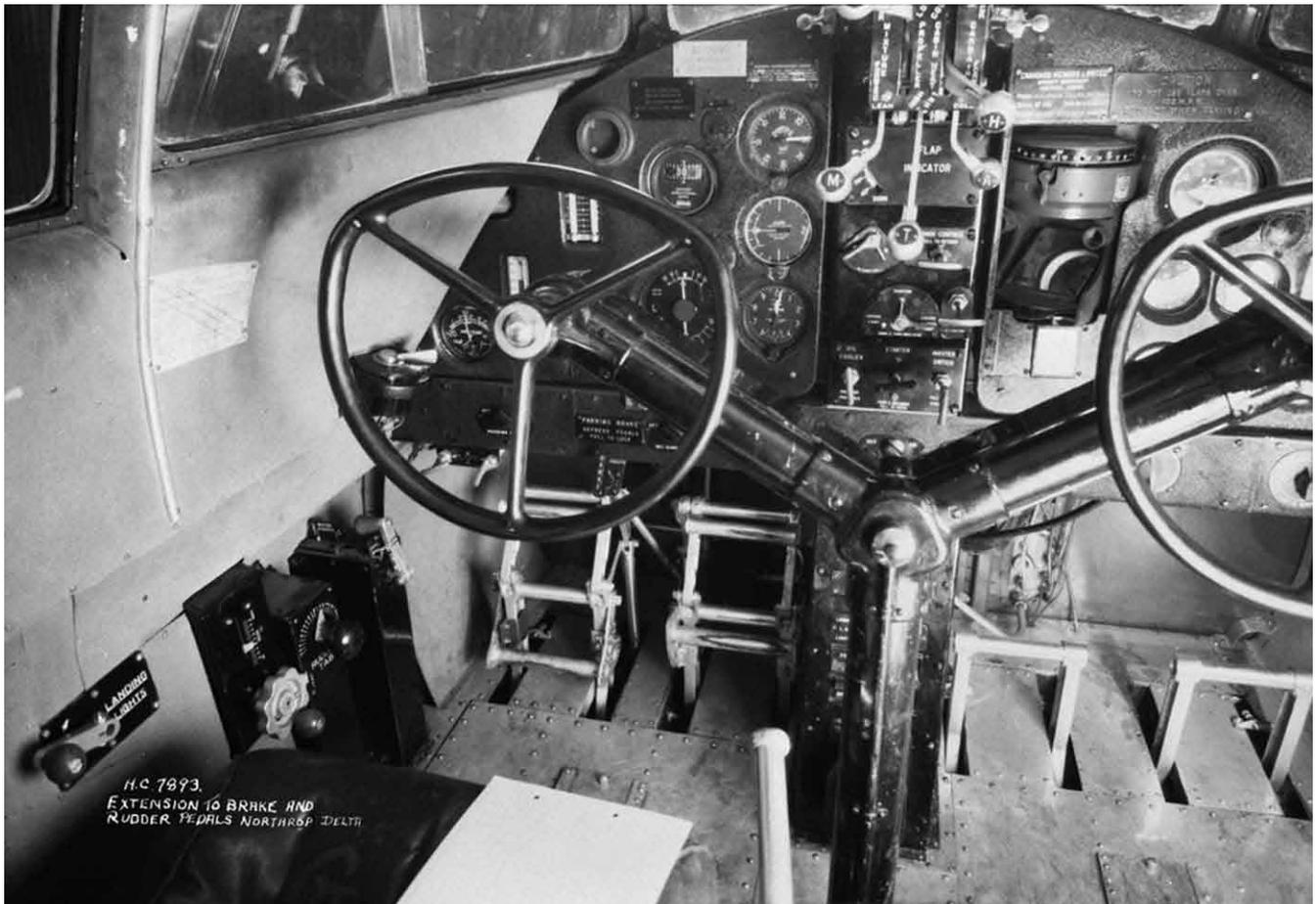
A close-up look at the under wing light stores carriers.



A view of the cockpit from the rear cabin.



The Very Pistol and shell storage behind the cockpit seats. Note the window under the cockpit for a prone bombardier.

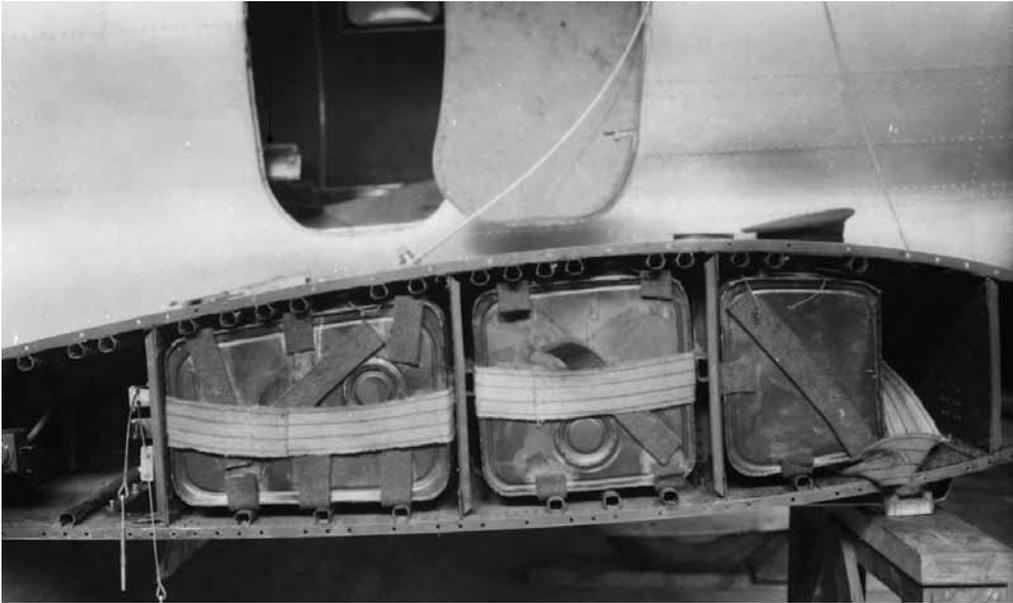
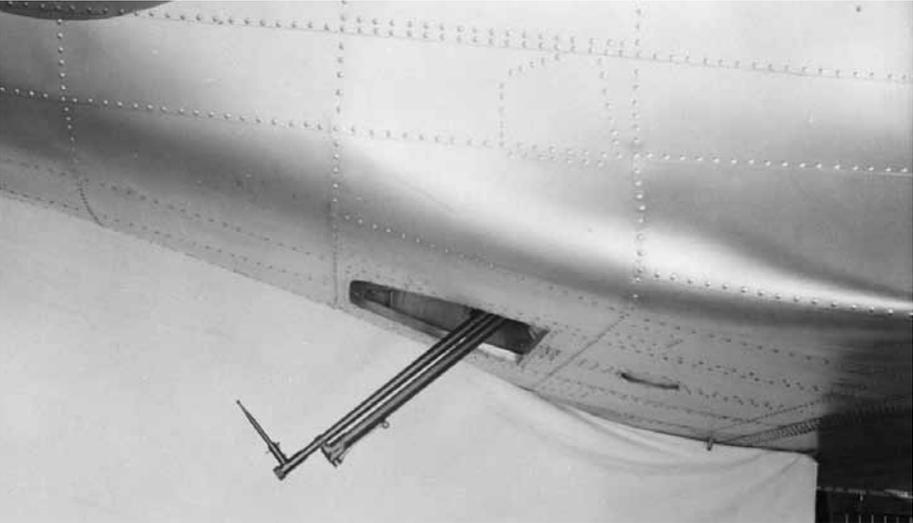


The Delta's instrument panel and control wheel.



The cockpit in action.

A Lewis gun could be fitted in the rear fuselage of the Delta through the fuselage camera port.



A view of a Delta with the wing removed and the crew hatch open.



As mentioned in Dave's article, one Delta – Delta 675 – was assigned to 1 (F) Squadron to assist the pilots with transition training to their new Hawker Hurricanes. In the end the performance was found lacking and a Harvard replaced the Delta.



Another view of Delta 675 at Sea Island, B.C. This image illustrates the Delta's SR-1820-F52 Cyclone engine.



The Delta often operated on floats in RCAF service. This photo illustrates the waterline on the floats of a fully-loaded aircraft. The floats were designed specifically for the Delta by Canadian Vickers.



Delta 671 of 8 (GP) Squadron at RCAF Station Ottawa. Note the open cargo door and the Model 75 floats.



(Above & below) Two views of Delta 667 on floats.





Two Deltas share a dock with an RCAF Norseman. This would make a nice, albeit difficult, diorama!



Part of the RCAF naval force assists Delta 676. Note the second Delta and a Stranraer in the background.



During the winter of 1938, four Deltas were fitted with skis. Performance of the Delta with skis was never completely satisfactory, as trimming problems during flight could not be overcome. The two bomb aimer's windows of differing shapes under the cockpit are also of note.



A ski equipped Delta fitted in the ski hoist.

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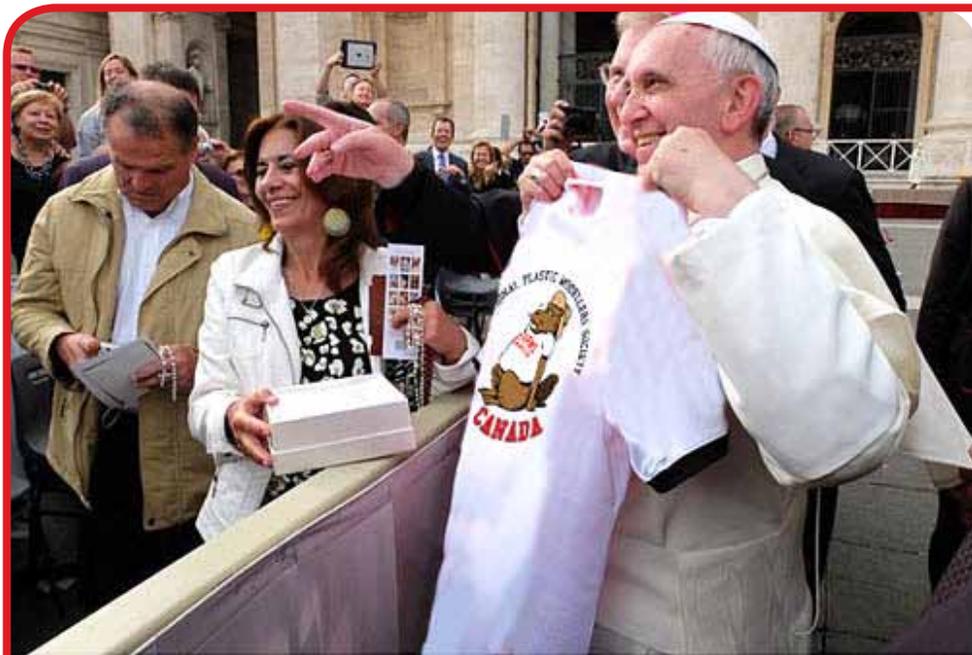
**Sunday, March 22nd, 2015
9:00 am - 4:00 pm**

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Hamilton, Ontario

www.ipmshamilton.ca

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

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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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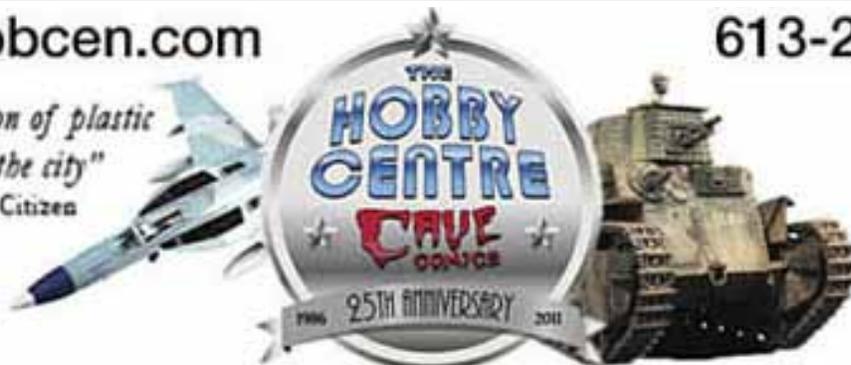


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