



"Come on, buddy, you know how this works. The sooner you release those hostages, the sooner we can all get our RTs."

Well, OK... there was no hostage taking involved with the last **RT** mailing, but there was a bit of a problem! If your modelling buddy got his **RT** a couple weeks before you did, the reason is that the printer sent us about 80 too few copies. These had to be reprinted and sent out. If you were one of the unlucky members who had to wait, it's nothing personal. All we did was process them until the magazines ran out. It just means that your label was closer to the bottom of the pile. But that's not all...



The **RTs** were brought to the postal outlet for mailing. Unfortunately it was noon and the regular postal person was off for lunch. The kid filling in behind the counter apparently wasn't

familiar with the concept of "oversize envelope", and applied the postage required for a regular letter-sized envelope, i.e. each one was about \$1.05 short!

As of writing it looks like we dodged a bullet, and they were delivered as normal. Please let us know if you still haven't received your **RT**, so we can figure out what to do next.

The Beaver Song

by
The Fretless Bar Girls



Given the Twin Otter musical groups in the last two *beaveRTales*, we couldn't pass this one up when we found it! It's *The Beaver Song* – and we mean the DHC-2, not the furry critter. Click on the image below for a chuckle.



Show us your T-Birds!

If you're using the free IPMS Canada T-Bird decals that you received with the last **RT**, send us a couple of pictures. We'd love to show everyone the models... and it would be nice to see how this program of free decals is actually being received, so we can evaluate whether it's something worth continuing.





2015 IPMS UK Nationals A Rookie's First Time In Telford

by Massimo Santarossa, C6052
Calgary, AB

Most modellers have heard of the IPMS UK Nats held annually each November in Telford, UK. The event is a showcase of some of the best models around and regularly attracts people from all over the world, including some of our own IPMS Canada members. This year there was one difference; I finally got to go.

Attending the Telford show has been on my modelling to do list for some years, and in 2015 all the stars aligned and I was able to attend. As with most first timers, I had some idea of what to expect based on photos published on the Internet, articles like those found in our very own **RT**, and conversations with those who had attended in the past. I was not ready for the reality of the show, and frankly it is something that has to be experienced. I will try to do my best to give you an idea of what it was like.



To give you an idea of how big the show is, there are two other display halls like this one, a kit swap room and the contest area.



One of the few times when there was room in front of vendors like Airfix and Revell. Both were in attendance showing off some very tantalizing releases planned for 2016.

To put it simply, the show is huge. The display and vendor areas take up three halls at the Telford convention centre. Each hall is about the size of a small town hockey arena, but there are three of them! I must admit that for the first twenty or so minutes I

walked around with a Cheshire Cat grin on my face as I took in the fact that I had finally made it there.

The big draw at the show is undoubtedly the display tables. Groups from all over the UK and parts of Europe were in attendance, having brought thousands of models to look at. There was something there for everyone, covering every area of interest imaginable.



The competition tables. Some of the best models seen anywhere on the planet, and tons of inspiration.

It was fascinating walking around the show, hearing all the different accents and languages, and speaking with people about their favourite builds.

The vendor tables were all doing a brisk business, and at more than a few, people were lined up three and four deep looking for bargains or that rare figure needed to complete a build. Imagine a major shopping centre where all stores sold nothing but model related products. That's what it was like. And if you really wanted to save a buck, there was the kit swap area where there were some kits for sale older than me, and that is saying something.

The whole event was in all honestly overwhelming at first. So many models, so many people, so much to see. After about an hour or so of trying to take everything in I had an epiphany. I was at a model show, not unlike other shows I had been to in the past. Most certainly the scale of the show was massive, but it was a show nonetheless, and at that point I started to relax and have some real fun.

I went around the display tables taking in the models and lingering longer at those that I found especially interesting, which for someone who's modelling interests are all over the map was quite a few. I managed to support the local economy by dropping more than a few dollars (pounds actually) at some of the vendors, although I did do my best to keep my purchases down to sizes that were reasonable. After all, I had to drag them back home across an ocean.

I have yet to mention the competition side of the show, and that is for a good reason. It is small.



The National Senior Champion. This Soyuz launch vehicle and pad was a real head turner.



How about some Canadian content. The winner of the IPMS Canada award was Guy Goodwin with his 1/48 P-51 Mustang.

The draw is the show, bringing out your builds along with your friends and showing them off. The competition portion seems almost secondary, taking up the same space as a medium size banquet room. However, do not think for a moment that this means the quality suffers, far from it. Some of the best builders in world show up, along with many magazine writers. It is not uncommon to see a build on the tables and then again in print at the local



This 1/32 Wing Nut Wings' very sharp, and very large, Felixstowe garnered a silver for Guy Goodwin.



Andreas Hadjigeorgiou won a gold with his Klimov VK-1 powered snow blower. This was not a "what if." They actually made one.

news stand. The level of detail and effort that goes into some of these projects is astounding. I was particularly enamoured with the ships and figures.

But when asked what was the highlight of the show for me, the answer is not plastic but people. I had made plans and was looking forward to meeting up with some folks I had been corresponding with for some time but had never met face-to-face. I was blown away by the welcome I and my travelling partner (splitting the price is one way to keep the costs down) received. To a man, and woman, everyone was friendly and would spend all sorts of time talk-

ing with us. It is this aspect of the show that will stay with me for years to come, and that which makes me already want to go back.

And one piece of advice if I may... bring your IPMS membership card. It allows you to get in ahead of the crowds and there is no admission fee. It pays to be a member.

Check out www.swmshow.com for more photos and contest results.



Dario Scaps modified this Airfix Billy Bus into a bronze winning WW1 Pigeon House truck.



The gold for Class 61 went to a USS Belleau Wood build by Erick Chang.

It's hard to believe that Maureizio Barbalucca's diorama of the 1916 Valona only took a silver. It was gorgeous.



The detail in this 1/700 Hellenic Cruiser "Georgios Averof" is nothing short of amazing.

Roy Kinsella's Star Wars Speeder not only won a silver in Class 75 but brought a smile to more than one face.



Hard to believe that this Arado only took a commended. That just demonstrates the level of competition at Telford.

A T-90 tank bearing down on you is bad enough, but those red sensors really makes it feel like the Devil is out to get you.





This Panzer III Ausf. M was just one of five pieces of armour on display from the same builder, each one better than the other.

Of course this very nicely built Williams F1 race car qualifies as Canadian content. It says Labatt's after all!



Our dinner hosts and welcoming committee; Jen Wright, Mike Williams, Michael Tanguay (of Calgary), Paul Brown, and Karl Robinson. We could not have been in better company.

ACCESSORY REVIEW

SBS Models 72nd scale Gladiator engine

By D.M. Knights, Editor, Tactical Notes
IPMS/USA 17656, IPMS/Canada C6091

Well, 2015 wasn't my best year from a modeling output standpoint. With a new job, followed by a "promotion" at work combined with my daughters participation in after-school sports and other demands of life has led to little time for modeling. I kept track for most of the year, and I don't think I managed to spend 50 hours modeling the entire year. Also, this year I finished the fewest number of books that I have in any recent year (10).

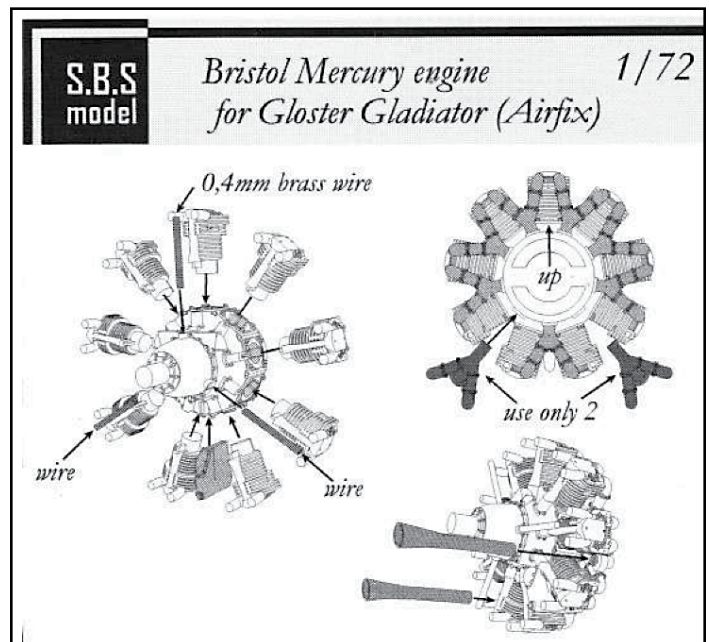
Therefore, I have to take my modeling "victories" where I can find them. One of my few was building this sweet little resin upgrade to the new Airfix Gladiator in 72nd scale. **SBS Models** is a Hungarian company specializing in resin upgrade sets. (Though they now do two complete resin aircraft kits in 72nd scale.)

I have several of their sets, though this is the first one I've actually built. While I eventually want to build one or more of the new Airfix Gladiator kits, I don't have one in progress right now, so I am not sure why I chose to build this engine. I can say that I was very impressed by the kit when I bought it. The moulding of the resin is the best I've seen. The detail on the cooling fins on the cylinder heads is impossibly thin, yet they are all intact and there were no moulding flaws or bubbles in the resin.

Overall it is a simple kit. The cylinder heads are separate parts which all have to be detached from their



The SBS Bristol Mercury engine after assembly and painting.



The basic instructions which come with the engine kit. Fortunately good photos can be found with an online search.

resin moulding block and attached to the central transmission housing. The instructions are a bit unclear on the attachment of the exhaust collector elements of the engine, but a bit of thinking and reference to a couple of photos cleared matters up.

Due to the beauty of the resin moulding, painting, washing and dry-brushing really brings out the details on the kit. The finished project looks really good and will enhance the Airfix Gladiator kit, even if you don't open up a cowling panel to show off the beautiful details to their full extent. Highly recommended.



The Mercury installed on a 1/72 scale Gladiator.

442 Sqn. Mustang IVs



The Mustang Mk. IVs of 442 Squadron, showing a mix of natural metal and camouflaged finishes. This would be May, 1945, the time of the last operational sortie of the war – the liberation of the Channel Islands.



This natural metal Mustang Mk IVA (P-51K) was the personal aircraft of Wing Commander Flying James Storrar.

Mustang Mk IV, KH661, Y2•C was the usual mount of Flying Officer P. Bremner.





Aircraft B, the *Edmonton Special*, was the personal mount of Pilot Officer A.J. (John) Mallandaine



Edmonton member Vic Scheuerman's beautiful 1/48 scale model of Y2-A built using IPMS Canada's decals (see next page).

442 Sqn. Mustangs

Mustang Mk IV, KH661, flown by Flying Officer P. Bremner. This is a P-51D, s/n 44-11188, fitted with a cuffed Hamilton Standard prop, Inglewood style canopy, and shrouded exhaust.



Mustang Mk IVA, KH680, "Edmonton Special", flown by Pilot Officer A.J. Mallandaine. This is a P-51K, s/n 44-11383, with an Aero Products prop, Dallas canopy, and shrouded exhaust.

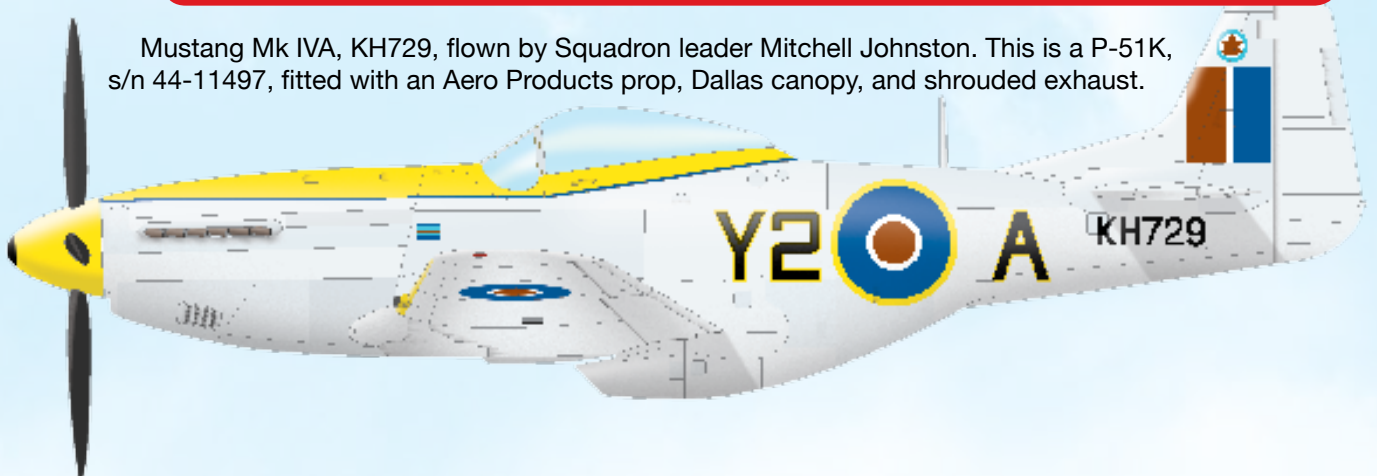


Mustang Mk IVA, KM232, flown by Wing Commander James Storrar. This is a P-51K, s/n 44-12395, fitted with an Aero Products prop, Dallas canopy, and shrouded exhaust.



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

Mustang Mk IVA, KH729, flown by Squadron leader Mitchell Johnston. This is a P-51K, s/n 44-11497, fitted with an Aero Products prop, Dallas canopy, and shrouded exhaust.



Spot the Bristol Blenheim!



If you picked number 3, you're wrong. That's a Bolingbroke. The real Bristol Blenheim is number 4. Yes, it turns out that Bristol Cars Ltd. is the last vestige of the old Bristol Aeroplane Company, and has been building cars since the war. They are made in **very** limited quantity, and are **very** expensive. There is only one showroom, and they never advertise! It's probably as difficult to obtain a Blenheim car as it would be to obtain a Blenheim aircraft!

And that's not all... over the years they have also produced the Beaufighter, Beaufort, and Britannia. The newest project is the Bristol Fighter.



Bristol Britannia



Bristol Beaufort



Bristol Beaufighter



Bristol Fighter

WASP IIC FLAMETHROWER



by **Ley Reynolds**
with assistance from Arjan Scheerhout

Historical Notes

Experiments with carrier mounted flamethrowers commenced in 1940 and culminated in the Wasp IIC developed for the Canadian Army (hence the "C" for Canada suffix). Whereas the Wasp II had the fuel tanks mounted within the hull, meaning it could only be employed as a flamethrower, the IIC had a single tank mounted at the rear and a mount for a Bren LMG on the plate behind the driver, allowing other carrier roles to be undertaken. This type soon became the preferred vehicle within the 21st Army Group, issued at the rate of six carriers per infantry battalion. Post-war this type remained in service with the British and Canadian Armies into the 1950's.

The Details

The accompanying photographs were taken at the *Revolutionary Military Museum* in Peking during the 2006 Platypus Publications Death and Destruction Tour of China and Hong Kong, and show a Wasp IIC allegedly captured from the Canadians during the Korean War. The schematic equipment layout is from the vehicle manual.

The Model

Any Universal carrier kit in any of the popular scales is suitable for this conversion which only requires a modicum of modeling experience, a reasonably well stocked spares box and lengths of plastic rod and/or fuse wire. The "pick of the bunch" are as follows:

- 1/76 – Airfix
- 1/72 – IBG or PSC, (somewhat simplified)
- 1/35 – Riich

In 1/35th scale there is a resin conversion kit from Resicast designed for the Tamiya kit but which can almost certainly be used on the newer item from Riich.

Note the added armour – especially the thick pieces at the sides.



*Close-up of the flame gun in the gunner's position.
The photo below shows a more overall view.*





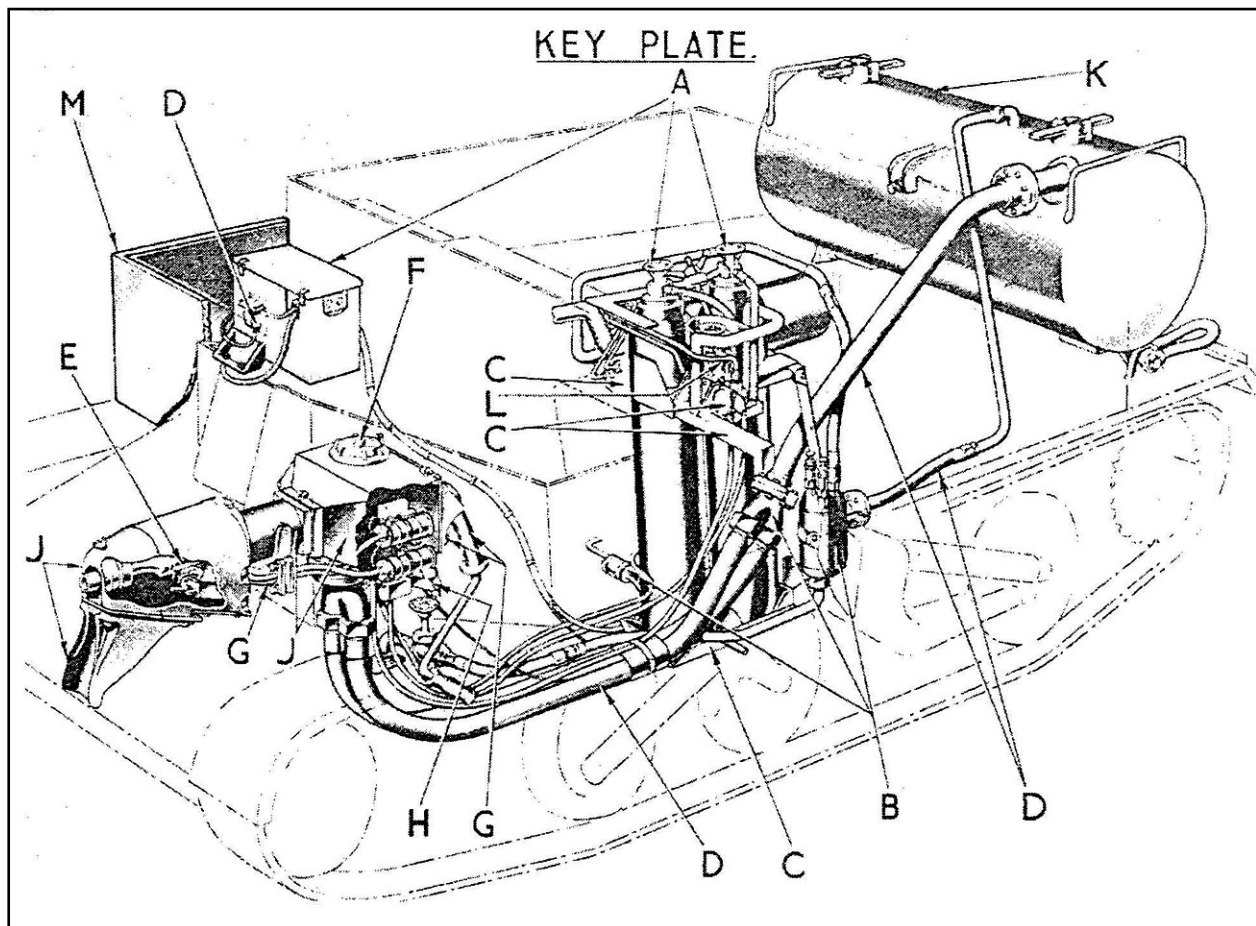
Another good view of the added armour and the foot-step.



Externally mounted fuel tank and towing hook detail.



Air intakes and fuel pipe feeding from the rear tank.



Details of equipment installation. Items "C" and "D" are the air bottles and lines for pressuring the fuel tank..



by **Jamie Wilcox**, C2948
North Bay, ON

This is not your typical build article. Rather, it is more of a survey of 1/72 scale F4U Corsair kits, with some comments and suggestions.

It started for me with Green and Swanborough's *Flying Colors* which, if you are not familiar with it, is a compilation of color profiles of various warplanes, with a page or two of profiles for each type, and is a treasure trove of ideas for modelling subjects. It's fitting, then, that I found the Corsair among the treasures. There is a profile of one in *Fuerza Aerea Salvadorena* markings that I especially wanted to build.

From there, it grew to Corsairs in the markings of other Central and South American air arms. I had also long wanted to do an F2G Super Corsair, and kits of it finally became available. Then the New Zealand hybrid caught my eye.

By then, I had assembled a lot of reference material about the aircraft and it would have been a waste to put it away incom-

pletely used. So, why not check out the available kits and decals and then build all of the variants in some interesting schemes? Of course, there is a Canadian connection in the one in the markings of Lt. Hampton Gray, the last Canadian Victoria Cross recipient. That, my friends, is how I got drawn into building a series rather than an individual aircraft.

There are other 1/72 scale kits out there of the -1 version from Airfix, Heller, JoHan, Revell, Matchbox and Testors/Hawk, but they are old and have been surpassed by later ones. The kits used, or at least considered, were the Hasegawa, Academy, Frog (yes, Frog), and Tamiya -1s, the Hobby Boss and Italeri -4s, the Italeri and Hi-Planes -5s and -7s, (the Italeri -5 was also issued by Revell and should not be confused with Revell's own much older -1) and the F2Gs from Aviation Usk and Special Hobby.

From these, I built a USN -1 birdcage, a Fleet Air Arm F4U-1A, Hampton Gray's FG-1D/Corsair IV, the New Zealand hybrid which combined the rear of one aircraft in the US Navy's tri-colour scheme with the front of another in overall dark sea blue, the Salvadorean -1, a USN -2 night fighter, a Honduran -4, an Argentine Navy -5, a US Marines AU-1 (the -6 re-named), and a French Aeronavale -7 in Suez stripes. I toyed with the idea of doing a photo recon version, but haven't built one yet.

Not all of the available kits were built because sometimes there were better ones from other makers, or



they were just sources for parts. In addition, various conversion parts, cockpits, seats, engines, wheels and details were obtained from Owl, True Details, Engines and Things, Aeroclub, Eduard, Pavla, Quickboost, etc. With all of the cross-kitting, converting and substituting of parts over the years that the build took, I have actually lost track of which kits formed the basis for some of the models!

Surprisingly, despite the wealth of conversion, detail and improvement parts available, I have yet to find any for the wing-fold mechanism. This is a shame, as it would help to make an interesting model without a lot of scratch building.

I will make a few observations about the kits themselves: Among the -1s, the Hasegawa and Academy kits can be made into decent replicas, but Tamiya's is a gem that can be built in several sub-types and is highly recommended. I built the Frog kit as an afterthought as I happened to have it in the stash. It was the biggest surprise of the lot and is the one in Lt. Gray's markings. Despite its age, with one major exception, it was reasonably accurate in shape and surface detail. Some smaller parts were replaced with better ones and a True Details cockpit was installed where there was none at all. The major fault is that the fuselage is pinched in along the top, in turn making the windscreen and cockpit too narrow. But

for that, it could be made into a good replica. With much better kits available, however, it wouldn't be worth the effort. It's just a curiosity in my collection.

For the -4, I used the Hobby Boss kit in preference to the Italeri one as it appeared to have a better overall shape. The most obvious fault, the excessively flared cooling flaps, was easily rectified. The simple nature of this kit, however, with its solid fuselage, means there is little that can be done with the cockpit should one wish to focus attention in that area. Italeri's -4 suffers from many of the same problems as its kits of the later versions, more of which is said below.

The late model Corsairs, the -5, AU-1 and the -7, have been kitted by Italeri, and Hi Planes has the -5 and -7. At first look, the Italeri kits seemed promising. Lots of optional parts are provided for the different versions, for which I applaud the effort. Closer inspection leads to disappointment. Aside from questions about overall length, of which I will have more to say below, the rear fuselage appears to be undersized, the characteristic fairing on the spine behind the cockpit is missing, and the transparencies are undersized and inaccurate. Somehow, these kits look more like toys than models, despite some good details.





In contrast, the Hi Planes kits, although somewhat crude in some respects, are more accurate in shape, have accurate and fine surface detail, and come with nice transparencies. With some work, especially in the cockpit, very satisfactory results can be achieved from these.

Overall, the modeller of the -1 in all its subtypes and derivatives is very well served, especially by the Tamiya kit. Beyond that, the situation is not so good. It would be wonderful if a manufacturer such as Tamiya would produce comparable quality kits of the -4 and later versions.

Before that can be done, however, the proper dimensions of the late model Corsairs must be confirmed. It seems uncontroversial that the -4 was the same length as the earlier versions. The -5 was notably longer in the nose. The problem is with the AU-1 and -7 that followed it. Some sources say they were the same length as the -5. On the other hand, *Detail and Scale Part 2* on the Corsair says the AU-1 was the same length as the -5, but that the -7 was the same shorter length as the -4. In my modelling, I followed *Detail and Scale* because the author does not just state the length as the other sources do, but actually discusses the issue and his research into it, making his conclusions more convincing.

Unfortunately, the kit manufacturers haven't sorted this out. Hi Planes -5 is properly long, but the -7 is long also, which is wrong according to *Detail and Scale*. Italeri is really confused. Its -5 kit is too short, but its -7 kit, which has parts for the -5 and AU-1 as well, is long. Using parts from both kits, models of these later versions could be built to the right lengths, but other problems remain. I have already mentioned the undersized rear fuselage, the missing cockpit fairing and the inaccurate transparencies. In addition, these versions had quite different exhaust arrangements from each other, which Italeri hasn't provided for. I can't recall if Hi Planes got the exhausts right, but it hardly matters given the other detail work these kits need.

That leaves the F2G Super Corsair. I built the Special Hobby kit in preference to the Aviation Usk one because the former is a later, more refined kit and is easier to build into an accurate model. With either one, the modeller will have to source an R-4360 engine with seven cylinders per row instead of the R-2800 with nine cylinders per row that the kits provide. Given that the change in engine was a major difference between the Super and other Corsairs, and radial engines are visible, it is surprising that both of these manufacturers went that route.

That's it. I hope that some of you will find something of interest in my voyage with the Corsairs.

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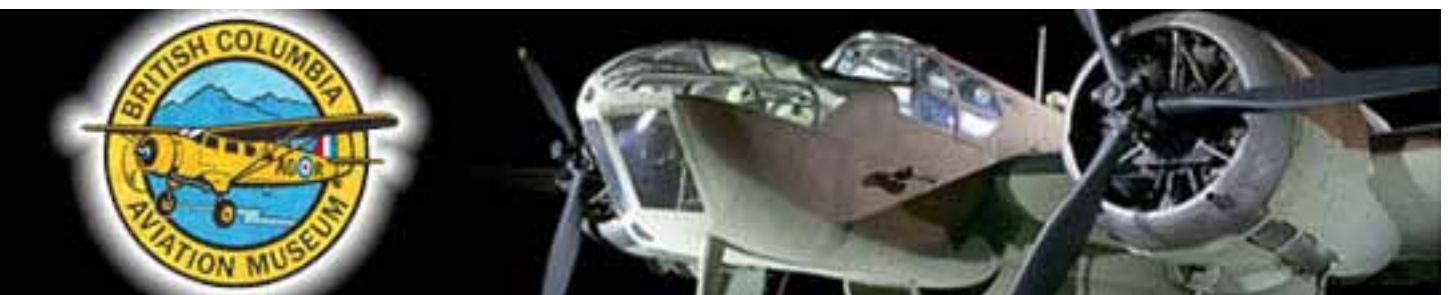
The Greenwood Military Aviation Museum, CFB Greenwood, NS – www.gmam.ca



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



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