



## BACK TO BASICS

As reported in the last **RT**, our survey of expired members yielded some interesting feedback. A couple members felt that the material provided in **RT** (and *beaveRTales*) was too skewed towards the experienced modeller. Younger members – and newer modellers in general – would probably rather have some more basic information on the skills that many of us take for granted. To this end we have decided to actively solicit and try to present more “beginner” material in each issue of *beaveRTales*... more basic modelling material, more “how-to” articles, more hints-n-tips and such.

In this issue you'll find the first of our BACK TO BASICS articles, from Norm Sheppard of New Brunswick. Rather than provide info on paintbrushes or scribing panel lines, Norm takes us through an entire build... without using additional accessories or super detailing. It's a nice simple yet enjoyable build; informative and instructive, but well within the abilities of all modellers. It's a great start to our BACK TO BASICS program.

## HOORAY FOR CALGARY!

In the Feb 2014 issue of *beaveRTales* we reported that the IPMS Calgary (aka Rocky Mountain Model Club) website had been hacked by Italians from the Darknet. We're happy to report that the IPMS Calgary Liberation Army has taken its website back and sent the evildoers running back to their hiding places. Their website is now up at [www.rockymountainmodelclub.ca](http://www.rockymountainmodelclub.ca)



### A 'thumbs up' to the Ottawa Chapter

Under a policy instituted by the local Ottawa Chapter, any member of IPMS Ottawa who gets a new IPMS Canada membership, or renews their existing membership, receives a partial reimbursement of the fee. A great idea, and kudos to the Ottawa Chapter. Any other local chapters that would like to try something similar can contact Ottawa chapter president, Glenn Cauley – [president@ipmsottawa.com](mailto:president@ipmsottawa.com) – for details on how it works.

Does this issue look a bit **thinner** than usual? Well, it **is!** *beaveRTales* doesn't go out looking for material to fill the pages. We just pass on what you, the members send to us. So... if you've been building something cool, or if you've discovered a new technique, or if your chapter had a good meeting, or if you tried a new paint that didn't work, or if you saw an interesting model, or if you want to tell everyone how great your hobby shop is, or if you found an interesting new book, or if you have something to say about anything model-related... let's hear from you! [box626@ipmscanada.com](mailto:box626@ipmscanada.com)





While for the last several years we have been ordering just the exact number of **RTs** needed plus only a few extra copies to cover problems, we still have some very old stock that needs to be dealt with in some way. The leftover copies currently fill floor space in the Editor's basement that would enhance domestic bliss if they were eliminated.

So this is a heads-up that we will be liquidating the stock of **RTs** that are from before the current era of the journal (i.e., before with Vol. 31).

The offer is going to be fairly straightforward – for 'x' dollars plus the cost of shipping you can have up to so many **RTs**. For 'x' dollars more, plus the additional cost of shipping, you can have up to so many more **RTs**. Pretty simple arrangement, we hope. (The actual numbers in this equation are being crunched even as we speak.)

Our members get first kick at the cat. If all the back issues are taken, nothing would please us more. The problem would be gone and we'd all be happy.

Once the details are finalized (i.e. various costs and what's available) we will send out a special email notification to the entire membership to put in their requests – the first to respond gets first choice. Once we sort out who gets what, you will receive a PayPal invoice via email. You'll settle up your bill by PayPal account if you have one or by credit card if you don't, then we'll ship out your **RTs**.

Be warned that Canada Post postage rates are not cheap. We'll have the details in the email to help with your planning. You will need to keep this in mind when you think about ordering.

The contents of past issues of **RT** can be found here: <http://www.ipmscanada.com/ipms/ipmsRT.html>

If it turns out that no members want them, then they will be recycled with a clear conscience and a heavy heart...

Any questions may be sent to [RT@ipmscanada.com](mailto:RT@ipmscanada.com)



**Scale Plastic Model Contest**

**Saturday, September 30, 2017**

IPMS Ottawa reports they will be hosting **CAPCON 2017** – the premiere biennial Scale Plastic Model Contest in Canada's capital – on **Saturday, September 30, 2017**, at the **Canadian War Museum!** They have been steadfastly working together since 2015 to make this happen – in an effort to help celebrate Canada's 150th anniversary in style!

CAPCON attracts plastic model enthusiasts & builders from all across Canada, the United States, and Europe. In past years, CAPCON has been featured in various modelling magazines such as *FineScale Modeler*.

Everyone is welcome to attend the event. For those who are not entering models into competition, don't worry... there will be plenty of great deals to be found in the Vendor Room, and a silent auction as well, not to mention the attractions of the museum itself. In fact, on the day of CAPCON 2017, the Museum will also be holding its *Awesome Tank Weekend* live military vehicle demonstrations. The Model Contest (and silent auction) will be located in the LeBreton Gallery (amongst full-size military exhibits), while the Vendor Room will be located in the Barney Danson Theatre (just off the main foyer).

Contest entry fees for adults and juniors remains unchanged at \$20 and \$5 respectively (for unlimited model entries). Additionally, all entrants in the model contest will receive free admission to the Museum as part of their CAPCON 2017 entry fee.

On-site (paid) parking will be available in the Museum's underground parking lot; this is not covered in the CAPCON 2017 entry fee, and all attendees must pay for that separately.

For more info go to: [www.ipmsottawa.com/capcon/](http://www.ipmsottawa.com/capcon/)



## on the Avro Arrow article in RT 39/1

Norm Sheppard, C3167 writes...

“I have read several stories and articles written about the good ole CF-105 Arrow and just wanted to bring something to light. First off, I just received my **RT** and read the first part of Richard Clairoux’s incredible RL-203 build. That is some intense stuff. But back to my reason for this letter... lots of people call the Arrows that were built “Prototypes”, but in fact there were NO Arrow prototypes. In a radical departure from accepted aircraft manufacturing norms (as Avro Canada seemed to do often during this project) the design team at Avro decided to build all CF-105 aircraft, including RL-201, as full production Mark 1 models, using factory jigs and fixtures. I believe that 206 would have been the first Mark 2. This meant that all aircraft produced would be allowed to go into service, with no wasted effort for a hand built prototype or two, as virtually all other manufacturers did.

“I’m not sure if the first five a/c were to be fitted with Orendas after they became available, but I wouldn’t doubt that it was the plan, since the Canadian engine was so superior to the J-75. I have talked to several people that were employed at Avro Canada over the years and read many books about the beast, so I know these facts to be true. Just a bit of aviation knowledge from an old guy.”

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Richard Clairoux, C3109 replies...

“Regarding RL201-205 being prototypes only or could have been in-service too: we will never know what would have happened with those aircraft in RCAF service. Yes, the RCAF may have kept them for various tests or even training purposes. I doubt however that they would have been used as first-line interceptors unless they got a major upgrade. What is sure however is that the RCAF had made a lot of comments about maintenance access being inadequate, and RL206 and others would have had differences in access panels (that is why I was careful not to use the nose panels of Ottawa’s 206 on my Arrow) in addition to the Orenda engines of course. So maybe the correct wording would have been “pre-production” instead of “prototype”. Please thank M. Sheppard for his comments!”

I know everyone (well... almost everyone) liked the free decals sent to all our members last year. Oh, come on... it’s not that long ago! There was a sheet of cool T-33 markings, and then a sheet of Canadian home-based Hurricanes!

Well, we’re thinking of doing it again, but maybe a little differently this time. The previous free sheets were accompanied by large, in-depth articles on the subjects covered. Indeed, the Hurricanes were starting to rival the “CH-113 that wouldn’t die” saga!

We thought that this time we might just provide markings for some interesting or unusual or overlooked items, and provide a couple of illustrations and brief description, not unlike you’d get on a decal sheet instructions – here’s your markings; here’s what they are; here’s where they go; here’s what it looks like. You want in-depth research, go do it on your own. For one thing, it would let us have a wider variety of different subjects on the sheet. What do you think about this approach?

The same proviso still applies: If there’s something you would like to have markings for, please let us know. **BUT**... don’t just tell us you’d like squadron badges for the Humbly-Pudge Gallipoli heavyish bomber. If you want something, provide us with the research and all we need to produce them. Our art department (again, that’s a joke) doesn’t have the time to track down photos, colours, drawings or histories. And of course, we’d like to concentrate on Canadian subjects.

We’d also really like to see some non-aircraft subject matter this time. That could take the form of AFVs, cars, or whatever.

Any thoughts?... or better yet, information? Contact us at [box626@ipmscanada.com](mailto:box626@ipmscanada.com)



**BACK TO BASICS**

## Forget extra details...

keep Hasegawa's little Corsair simple\*

by Norm Sheppard C3167

I have been building plastic model kits since 1960, and the changes that have occurred in the hobby since then are enormous, sometimes even overwhelming. Now, with ultra detailing, hundreds of tiny parts, photo-etch and resin upgrades, just buying and building a model can be a very expensive, complicated and time consuming project. I thought it would be refreshing to build a simple, basic aircraft kit with no extras or add-

ons... something a beginner can sink his teeth into as a fun way to get started in this wonderful world of miniature replicas. The whole idea here is to enjoy the experience of building the thing, and enjoy the finished product, without spending a lot of money or investing a lot of time. The subject of this article is an old model I acquired at a flea market – a 1981 issue 1/72nd scale Hasegawa/Minicraft F4U-1D Corsair. **(Photo 1)** It's very easy to assemble with only 34 parts in total and simple to paint since the whole airframe is one colour, Gloss Sea Blue. It's the perfect way for a beginning modeller to step into the hobby, or even a way for an experienced builder to relax and enjoy the simplicity of it.



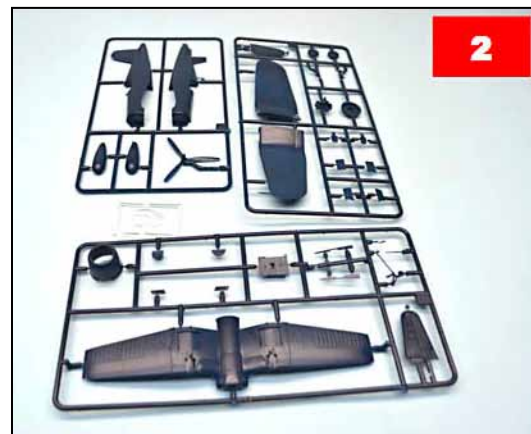
**1**

The kit is moulded in dark blue plastic, as were most Naval aircraft kits of the period. The parts fit together nicely and there is very little flash

to deal with. Even though it had been sitting in a box for 35 years, the decals seemed to be intact. I was hoping they would not cause any grief when it came time to apply them. So let's get started! It's always a good idea to look over the sprues before you start,

**(Photo 2)** especially with an older kit that's been sitting around for a while, just in case something is missing or damaged. All seems to be well with our little Corsair, and construction can begin.

I like to take care of the interior details first, the wheel bays and doors, cockpit and engine all should be painted before assembly. There are arguments



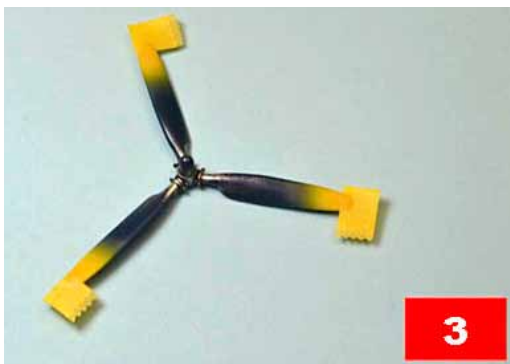
**2**

about correct colours to be used, but to simplify things on this model, the inside bits will be zinc chromate green and the outside mainly

Gloss Sea Blue. I normally airbrush the green and then pick out small details with whatever colours are required at the time. Leather for headrests, black for instrument panels, silver, white, red, green and yellow for switches and warning lamps, etc. Pratt and Whitney engines had dark grey crankcases, steel coloured cylinders and aluminum heads. Dry brushing can add highlights and make the details more visible if you want that effect. In this scale, not a lot is

*\* This model was finished using an airbrush, and the article is written as such. If you are brush-painting your models just use some common sense in your choice of paint types, and most of the same techniques can be applied.*

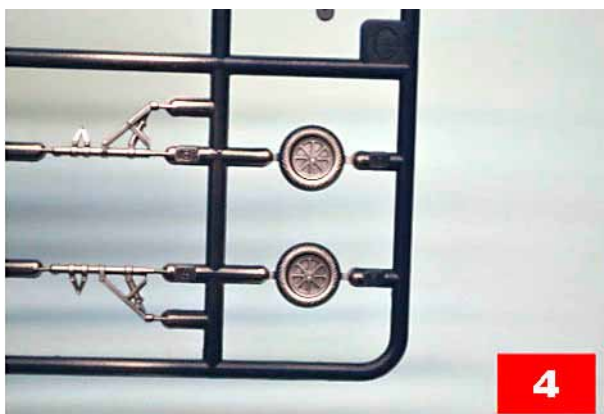
visible on the inside, so it's all optional for the builder. With the canopy closed you need not spend a lot of time on the cockpit unless you want to. At this point I also paint the little fiddly bits: propellers, tires, landing gear legs, etc. Most of these small parts can be painted while still attached to the sprue, it's easier to keep track of them that way and after you cut them off, you can touch up that area with a brush. As I paint all of these parts, I write down the paint manufacturer and colour number on the instructions (i.e. Tamiya X-2 White) so that I can refer back to it later during touch up. I personally have amassed hundreds of different paints, from more than 8 manufacturers, and my 62 year old brain needs all the help it can get when it comes to remembering these things! It reduces the frustration factor later on in the build,



no matter what your age is. Some helpful tips when you are painting the small stuff: to put yellow tips on the prop blades,

paint the ends white first, then yellow over that. It would take four or more coats of yellow over dark blue plastic to give a proper shade. I use a white primer like Mr. Surfacer but any type will work.

Once the yellow is dry, cut small pieces of masking tape and lay them on the tips before you spray the blade colour (**Photo 3**) I prefer Polly Scale Tarnished Black for props. It makes them look a bit faded and used. Some Corsairs had black propeller hubs, but some were natural aluminum. For tires, you can mix up your own tire colour with flat black or very dark grey and a touch of brown in it, or use one of the many tire colours that are available. I always weather



them a bit afterwards with Tamiya Weathering Master colours since tires on a real aircraft don't stay black for very long. Or just use flat black, it's all up to you. Some people paint the landing gear struts on Corsairs sea blue like the airframe, but I like the look of silver on a dark model. (**Photo 4**) Same with the wheels, the aluminum colour gives a good contrast to all that dark blue. We're not trying to win an accuracy contest here, just having fun building a model. I like Alclad airbrush ready metal colours but any hand painted silver will work as well.

### The inside story

Now that most of the smaller parts are painted on the sprues, let's move on to the fuselage assembly. The instrument panel in this kit is a decal of white details which is applied to a flat panel which should be painted gloss black, since decals adhere very well to gloss surfaces. (**Photo 5**) The decal is a tiny bit larger than the panel in this case, so I used some decal softener to help it wrap around the edges. Don't try to trim the decal, especially in older kits... it will probably break



apart or fail to cooperate in some way. After it has dried, you can cement the panel to the right hand fuselage half, as the instructions indicate. Then install the cockpit floor with seat

and offer up the left fuselage to check the alignment of the parts and the fit of the two halves. (**Photo 6**) If all looks good, cement them together and clamp or hold the parts until the glue sets up. I use Tamiya Extra Thin Cement most of the time for smaller kits like this because it flows along seams nicely. When the parts fit together as well as they do in this kit, it gives a very strong bond. A handy feature of this model kit is the one piece lower wing half, which takes the guesswork out of the wing alignment. With the left



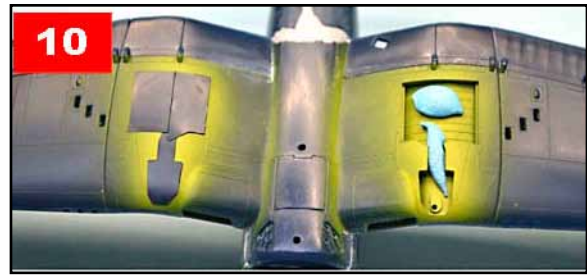
and right upper wing halves in place you just cement the whole assembly to the fuselage. The fit here is excellent as well, and very little filler is needed for the joints. Once



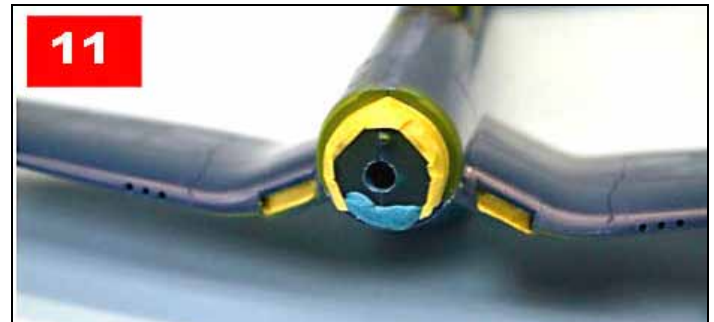
the wing is in place, attach the horizontal tail parts and check the alignment as the glue sets (**Photo 7**) I couldn't stop myself from adding a couple of details at this point, using just a drill bit and a hobby knife. The exhaust pipes on this Corsair exit in two groups low down on the fuselage behind the engine cowling, but they need a little help to look better. I used a very small drill bit to open the pipes for a more realistic look. Later in the construction process I painted them rust colour. Also, the wing gun shell ejection ports are depicted on the underside of the wing by just depressions, but it's easy to open them up. Again, use a small bit and drill open each end of the depression, then with a sharp pointed hobby knife, carefully cut out the plastic between the drill holes. It just looks better to me.

### Paint the airframe

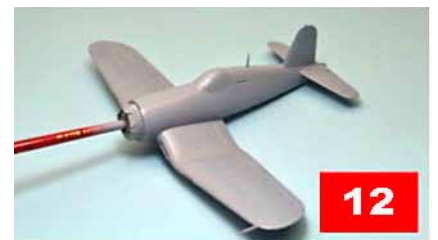
With the main airframe assembled, the next step is to cover up the cockpit to prepare for painting the exterior. The best method that I have found is to simply cement the canopy in place, (**Photo 8**) mask off the clear areas either with liquid



masking or a set of pre-cut canopy masks. I always dip the clear parts in Pledge Floor Care Multi-Surface Finish (called Future in Canada) first, which protects the part and improves the clarity. I paint the canopy frame with the interior colour first, since that will be visible on the inside later. (**Photo 9**) On this kit, the landing gear doors fit the wheel wells perfectly, which allows you to cover up the gear bays and paint the doors in one step. Just use some office type sticky tack under the doors, (**Photo 10**) which holds them in place under the wings and at the rear fuselage. Any small holes such as the ones in the tailwheel doors can be filled with sticky tack. Since there is no way to hold the airframe for painting, drill an appropriate sized hole at the front of the fuselage and use a small paintbrush handle or something similar in the hole to hang on to. (**Photo 11**) After sand-



ing any filled areas, the whole assembly is primed to help show any faults in the surface, but don't forget the engine cowling and the drop tank. I used Alclad 2 Lacquer light grey primer/micro-filler, (**Photo 12**) which goes on very nicely using my Iwata HP/C airbrush and gives a good semi-gloss finish which shows any defects easily. Since the final colour will be dark blue, a lighter primer is best. Always try to have a good contrast between your primer and your final paint colour whenever possible so you can tell if you have good coverage.

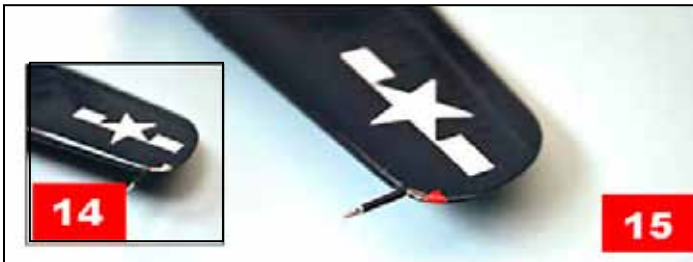


After the primer has fully cured, apply the Gloss Sea Blue overall and let that dry thoroughly. I used Test-

ors Model Master Acrylic Gloss Dark Sea Blue (FS15042) with nearly 40% Liquitex airbrush medium to help in the spraying process. The airbrush medium



reduces the viscosity of water based paints and extends the drying time somewhat, to reduce tip clogging common to those paints. The gloss finish will simplify the decal application process. **(Photo 13)** To paint the navigation lights on the wingtips, apply silver paint to the area **(Photo 14)** and let it dry thoroughly. Then use clear red and clear green over the silver, red on the left wing **(Photo 15)** and green on the right. Use a dab of silver for the tail light.



### The finishing touches

My biggest worry during this build was the decals. The instrument panel decal had worked fine, so I was hoping for the best. As it turned out, the 35-year old decals went on perfectly **(Photo 16)** with the help of Mr. Hobby decal solvents. Mr. Mark Setter and Mr. Mark Softer allow the markings to conform to surface details and adhere to the paint. The red and white checker boards

were slightly out of register, but not enough to worry about. However, the Hamilton Standard logos for

the prop blades were not useable, so I dug through my spares box to find some better ones. If you used a matte colour for the blades, apply a coat of clear gloss (paint or Future) so the decals will adhere and not silver. Then, when the decals are dry, apply clear matte finish later and install the prop.



If you find yourself building a very old kit and the decals fall apart when dipped in the water, don't panic. You can usually find many different decal sets from the aftermarket companies, and there are plenty for Corsairs of this type. Allow the decals to dry overnight before attempting any further work.

Once they have cured, apply a clear overcoat to protect them. In this case, I airbrushed Future floor finish over the entire model and let it dry for a couple of days, then sprayed it with Mr. Colour semi-gloss clear. On a military aircraft it looks more realistic than a super high gloss finish. After another drying spell, you can remove the wheel doors and the canopy masking, then attach the main gear, tail wheel and the doors. The front antenna goes on last, but if you are going to rig an antenna wire, attach it to the front mast first **(Photo 17)** with

some cyanoacrylate (super) glue. On this Corsair, the antenna wire runs from the front mast back to the anchor point on the rudder, and then forward to the upper right side of the fuselage just behind the canopy, where you will need to



drill a tiny hole. Hold the line with tweezers and pull it tight to the rudder mast and apply a small drop of fast setting glue while holding it there. After it cures, grab the line with tweezers again and stretch it forward to the hole you drilled on the fuselage. Put a tiny drop of glue in the hole and insert the end of the line, keeping your tool away from the adhesive.

Your little U.S. Navy Fighter is now complete, ready to display on your shelf. With older kits like this still available and quite affordable, you can build a realistic replica like I did in about 16 hours, including decals and rigging. Some of the smaller details may not be 100% accurate, but as I said before, let's build for the fun of it and enjoy the results.





# Build a Tamiya Acrylic *PAINT SHAKER*... from a jig-saw

by Gilles Pepin, C3702



Proficient, sturdy, and inexpensive.  
All that's missing is duct tape!

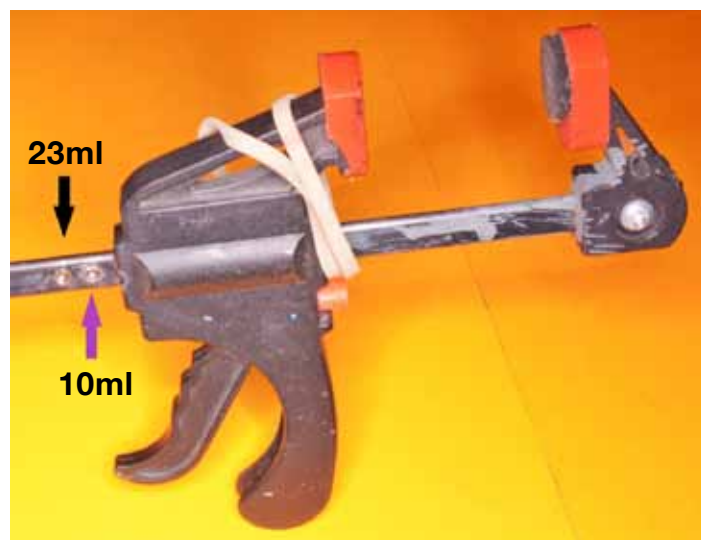
**RED GREEN WOULD BE SO PROUD!**

What you need : a jigsaw (I used a Canadian Tire Jobmate, 54-8201-6); a Canadian Tire Mini Clamps, 4-in, 2-Pk, 57-2582-8; a self-adhesive 3/4" round 1/16" thick rubber pad; a 1" metal screw; and an elastic. You will need metal drill bits to drill the holes through the clamp and a metal saw to reduce the length of the clamp.

when those bottles are inserted in the jaws of the clamp sideways, as these are exactly the same width as the height of the 23mm bottles. I drilled those two holes at precisely 3 3/4" and 4" from the bottom of the upper jaw. The rubber pad will help with the tolerance, and with the prevention of lateral movement of the paint jar; the elastic is a further prevention the jar will not "jump" laterally.



Make sure the jigsaw you will use has the capability of attaching the shaft of the clamp as per the photograph below; grinding down the base tip of the shaft with the aim to insert it as you would a jig saw blade will weaken the shaft and it will break almost immediately. Strip the saw of all superfluous parts.



The metal screw in the photograph below is necessary, as the repeated use of the "mixer" will fairly shortly and inevitably destroy the ratchet mechanism within the clamp crank



Before attaching the shortened clamp to the saw, drill two holes on the shaft of the clamp, positioned to very snugly accommodate both 10mm and 23mm Tamiya Acrylic bottles; the 23mm hole will be very useful to shake all Tamiya Liquid Primers and others

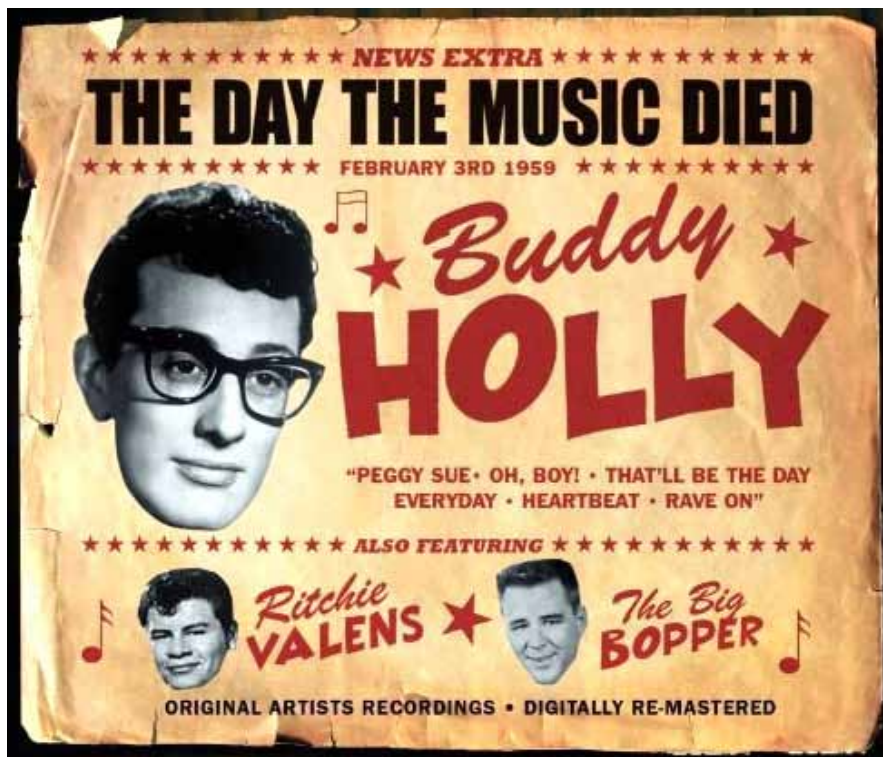




# You can model **THE DAY THE MUSIC DIED!**

Beechcraft 35 Bonanza  
N3794N

Gavriilo Princip, IPMS Creeping Stubble



In the early morning hours of February 3, 1959, three performers – Buddy Holly, Ritchie Valens and J.P. “The Big Bopper” Richardson – joined their pilot Roger Peterson for what was supposed to be a flight to their next tour stop. But the passengers and pilot never made it to their destination. Instead the four were involved in a deadly crash that took the lives of all aboard. This tragedy has been remembered in song and legend as “The Day the Music Died.”

The three acts, along with Dion and the Belmonts, were on a package tour called the Winter Dance Party, which was to play 24 Midwestern cities in as many days. But the bus’ heating system malfunc-

tioned, and broke down after only a few days. Some musicians contracted the flu and Holly’s drummer, Carl Bunch, had to be hospitalized for frostbite. They played the Surf Ballroom in Clear Lake, Iowa on Feb. 2, about a week and a half into the tour. After the show Holly decided to charter a plane and fly from nearby Mason City to Fargo, North Dakota, just across the state line from their next gig in Moorhead, Minnesota.

Snow blew across the runway but the sky was clear. Around 12:55 AM Peterson received clearance from the control tower, taxied down the runway and took off. Snow began falling almost immediately after

take-off. The plane stayed in the air for only a few minutes; no one is quite sure what went wrong. The best guess is that Peterson, who was not instrument rated, flew directly into the blizzard, and became disoriented. It has also been speculated that the aircraft was improperly loaded with the passengers and their baggage. The early Beech Bonanzas had a very small margin of error for centre-of-gravity location.



*The severity of the impact can be seen from this photo. Very little is left of the aircraft cabin.*

The aircraft was an original series Beechcraft 35 Bonanza, built in 1947. Compared to later versions – as depicted in various model kits – the original Bonanza had only two side cabin windows. The “V” tail was also different, being 20% narrower in chord, and at a 30° angle as opposed to 35° in later versions. The early Bonanzas also had a two-piece windscreen. With a little research, it certainly is a doable conversion. The only real difficulty is determining the precise colour scheme.

In 1947 Bonanzas were not fully painted from the factory, rolling out in natural metal finish with only accent stripes for color. Some customers opted to have their aircraft privately painted, so it’s not as simple as looking for a “standard” scheme.

The crash photos show overall red wings with white tips and black registration. The tail planes appear overall white with red tips. The fuselage has a low demarcation with the red on the bottom, white on top, and black cheat line trim between the two. There’s a small black registration near the tail.



*A rare colour photo of the crash site. Note the red wing with black registration.*



*An original version Beechcraft 35. Note the two cabin windows and narrower tailplane...*

*...compared to a later version, as kitted in plastic.*



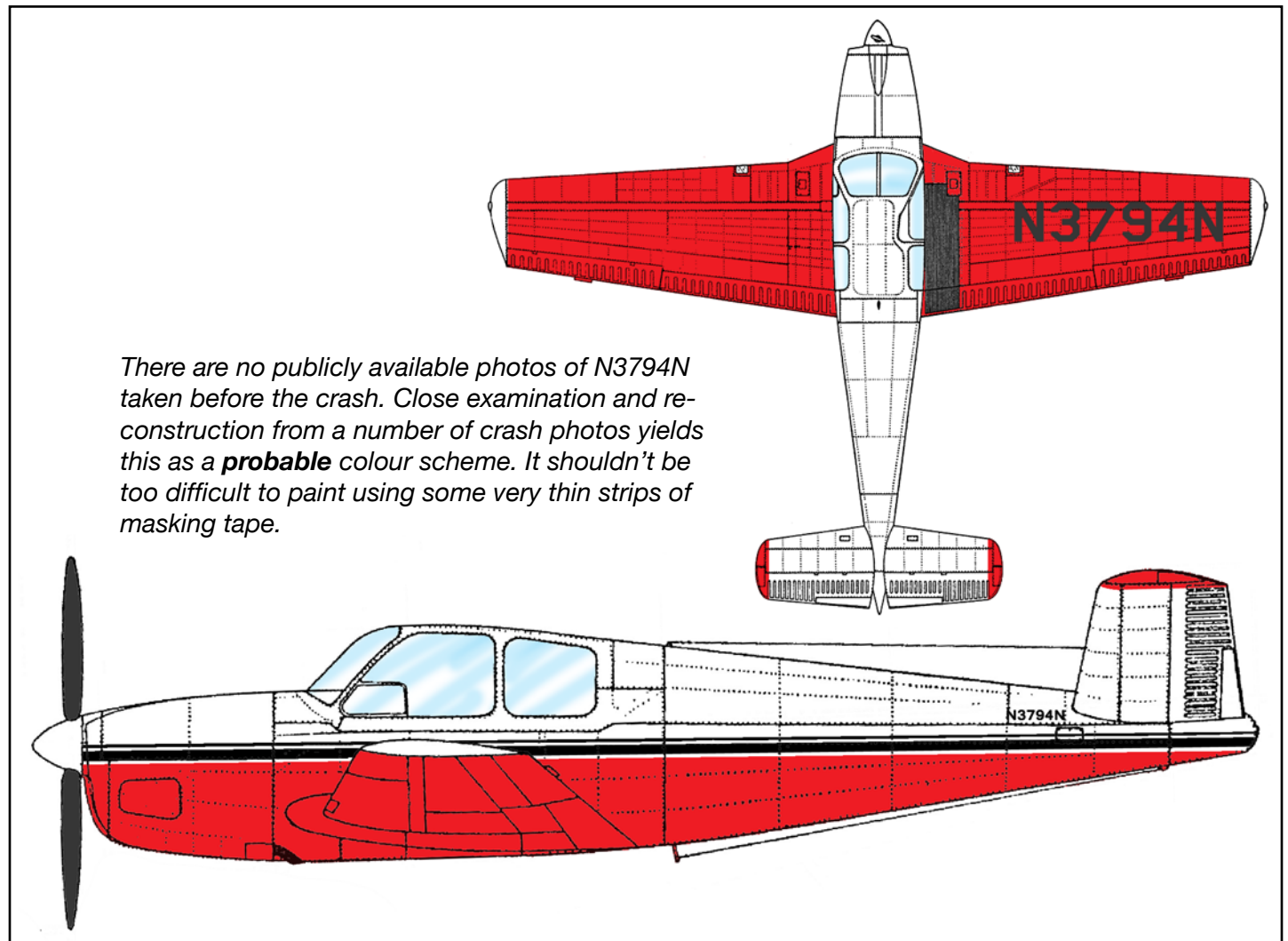


Building this famous – or infamous – aircraft is entirely possible, as it has been issued in both 1/72 and 1/48 scale by a number of manufacturers. The two best and easiest to find are probably the 1/48 Academy/Minicraft kit, or the 1/72 scale Arii version.

With a bit of research you should be able to convert either kit of the later version, to the early airframe. A good place to start is this Modeling Madness article which deals with the conversion to an early aircraft, in this case of the Israeli Air Force: <http://modeling-madness.com/review/korean/us/staabsv35.htm>



**Left:** The 1/48 Academy/Minicraft kit has appeared in several boxings over the years. **Above:** the 1/72 Arii kit. Both are apparently out of production, but can still be found.



*There are no publicly available photos of N3794N taken before the crash. Close examination and reconstruction from a number of crash photos yields this as a **probable** colour scheme. It shouldn't be too difficult to paint using some very thin strips of masking tape.*

# Airbrushes I have owned and loved

Glenn Cauley, C3359, IPMS Ottawa

In my model building lifetime, I have progressed through a good number of airbrushes. At the beginning, I did not really know how to use them or care for them properly, but I did the best that I could. As time & experience built up, I began to appreciate the finer points of each airbrush, or discover their limitations.

## First airbrush (long ago) Badger 250 spray gun



Single action spray gun, external mix, siphon feed  
Can I even call this an airbrush? Sure, why not! It was my very first airbrush, so I will call it what I want.

Being a young modeller, I knew almost nothing about airbrushes other than they were supposed to give better results than brush painting. As such I probably broke every rule about airbrushing: I did not clean it enough, I tipped it over many times, I didn't thin the paint properly. Things got very messy (understatement). I was also using cans of compressed propellant. <big sigh>

But nonetheless, it introduced me to the world of airbrushing.



## Airbrush #2 Badger 350

Single action,  
external mix,  
siphon feed

I consider this to be my first "real" airbrush, and it was a marked improvement over the spray gun I first had. I used this airbrush for years. Sure I mangled the metal parts using pliers trying to disassemble it, but who hasn't?

## Airbrush #3 – Badger 200



Single action, internal mix, siphon feed

This was my first internal mix airbrush, and I appreciated the all-metal construction. It was easy to use, disassemble, and clean... many times the parts ended up soaking in lacquer thinner in an aluminum pie plate. I still budged the threads on the air valve (trying to remove it with pliers) and I cross-threaded the airline fitting, but overall it was solid and easy to use. I learned finer spray control using this beauty.

## Airbrush #4 Badger 150



Double-action,  
internal mix,  
siphon feed

The day I got this airbrush was the day that I felt I had graduated to the big leagues. At first I was ham-fisted in my paint control – not knowing how to press & pull the trigger at the same time – but I quickly got better. Disassembly/cleaning was not an enjoyable task, as I found the internal bits to be very small and fiddly. I was still using siphon-feed airbrushes at that point.



### Airbrush #5 – Aztec



Double-action, internal mix, replaceable nozzles

Cue the “oohs” and “ahhs” and even some groans. The Aztec airbrush was a “learning experience” for sure. When I got the Aztec airbrush set, I was totally stoked. It came in a fancy wooden clamshell case, it had 6 different nozzles, it could be used as either siphon-feed or a side-feed (with several different cup sizes), and it just plain looked COOL... something ahead of its time. The concept of having easily replaceable, self-contained nozzles was innovative. I could change nozzles easily in less than a minute; no more digging into the guts of the beast and matching needles with nozzles.

I tried it for a year, and I honestly tried to like it. But I found that the nozzles clogged easily even with regular cleaning, and using strong solvent-based paints deteriorated the hard-resin nozzle parts. Eventually I tried disassembling the nozzles to clean the wee bits, but by then I was getting fed up. I went back to my Badger airbrushes and put the Aztec in a safe place to keep the dust bunnies company.

### Airbrush #6 Iwata Revolution CR



Double-action, internal mix, gravity feed

Many years passed as I was on a hiatus from model building. When I returned to the hobby in 2005, I treated myself to a new-to-me airbrush... the Iwata Revolution CR. And so began my love affair with Iwata.

The Revolution CR was a bit of a change for me, but it was definitely a step up in many respects: simpler but high-quality parts, large airline fitting, gravity feed, super-easy disassembly & cleaning. The thing that impressed me over the Badger 150 was the quality of the parts, and that the internal bits were more robust and not as wee or fiddly as Badger’s. I could achieve fairly fine spray effects with this airbrush, and I really liked the integrated colour cup (though I did accidentally spill paint from time to time). This airbrush impressed me and I was very comfortable using it.

### Airbrush #7 (current) Iwata High Performance HP-B

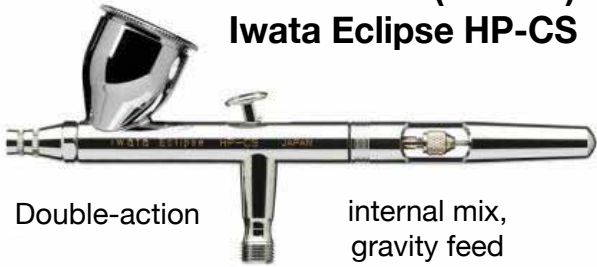


Double-action, internal mix, gravity feed

I picked up the High Performance HP-B while I still had my Revolution CR, so that I could do finer spraying than was possible with the Revolution CR. Overall this is a high-quality airbrush, with a finer needle.

I still have this airbrush today, and use it regularly for fine details.

**Airbrush #8 (current)  
Iwata Eclipse HP-CS**



Double-action

internal mix,  
gravity feed

At one point I sold my Revolution CR to someone to introduce him to Iwata <grin> so I needed a replacement for medium-scale work. I like the larger colour cup, and the nozzle assembly is smartly designed and robust. However to this day I still do not know the reason for the handle cut-out.

I still have this airbrush today, and use it regularly for medium- coverage work.

**Airbrush #9 (current)  
Harder & Steenbeck  
Infinity 2-in-1**



Double-action, internal mix, gravity feed

This is my Holy Grail of airbrushes, nothing else compares when it comes to ultra-fine spraying. The Infinity 2-in-1 model comes with a lot of great features: medium & ultra-fine needle/nozzle combos, different sizes of replaceable colour cups, different nozzle caps, etc. etc. etc.. The best features (for me) are the needle preset/fine adjustment, and the fact that it shares the same large airline fitting as Iwata. Fit & finish are exceptional.

When I first received the Infinity, the fine needle tip was bent and it had split the micro-size nozzle, so I received warranty replacements quickly.

I have used this airbrush for very fine touch-ups at very low air pressures, and it constantly amazes me. Needless to say, I am very careful when I use and clean it.

**Airbrush #10 (current)  
Grex Tritium TG3**



PISTOL GRIP  
Double-action  
internal mix,  
gravity feed

On a lark, I decided to see what all the fuss was about with pistol-grip airbrushes. Originally I got a Neo, but I was unimpressed with the fit & finish, so I returned it (unused) and bought a Grex. The first thing I did was disassemble the beast to see how it went together. The fit & finish are great.

To me this is still an odd bird, and I am still getting used to it. The 2-stage trigger works completely differently than pen-type airbrushes: pulling to first detent gets the airflow going, additional trigger pull controls the paint volume. With a uni-directional trigger, there is no way to vary the air pressure while spraying.

Long-time muscle memory is difficult to overcome, or maybe you cannot teach this old dog new tricks. (Pick your cliché.) I only trust myself to use the Grex for large coverage painting... so far.



# A Canadian Sea Hurricane Ib ...sort of

Airfix's new 1/48 Sea Hurricane Mk.Ib is scheduled for release in May... shortly after you read this. It's essentially the same kit as their Hurricane, which did include alternate Sea Hurricane parts so we knew this would be coming.



While not used operationally by Canada, you can still build a Sea Hurricane Ib that has Canadian content... sort of.

Z7015 is a flying example currently in the Shuttleworth collection. It was built by Canadian Car & Foundry and first flown on 18 January 1941. After being shipped to England it was issued to

General Aircraft for conversion to Sea Hurricane IB standard. On 19 July, it was delivered to HMS Heron (RNAS Yeovilton), collected 29th July 1941 by 880 Squadron and went to the Orkneys. On 7 October the Squadron left to embark on HMS Indomitable but during transit Z7015 went unserviceable and was not brought along. On 5 April 1942 the aircraft was delivered to David Rosenfield Ltd for repair. On December 7 it was delivered to the Naval Fighter School (759) Squadron at HMS Heron and by autumn 1943 had moved to Loughborough College as an instructional airframe.



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North Atlantic Aviation Museum, 135 Trans Canada Hwy., Gander, NL – [northatlanticaviationmuseum.com](http://northatlanticaviationmuseum.com)



The Alberta Aviation Museum, 11410 Kingsway, Edmonton – [www.albertaaviationmuseum.com](http://www.albertaaviationmuseum.com)



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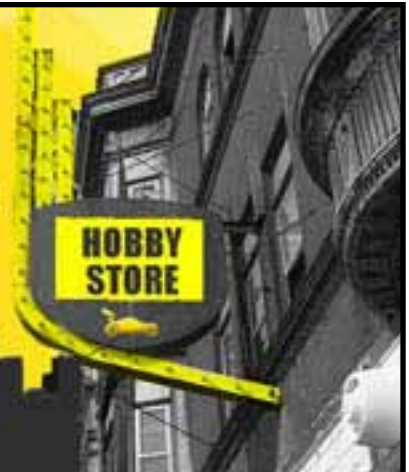
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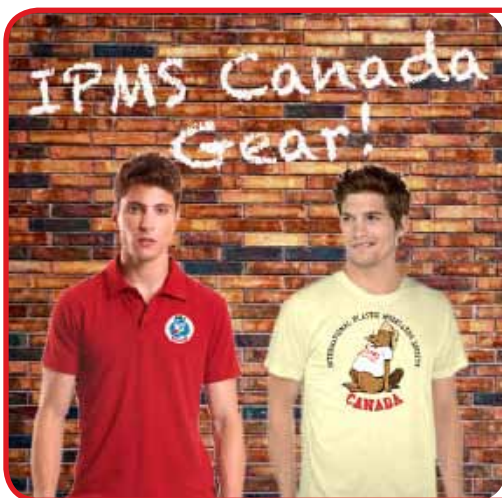


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