



Well, we **DID** ask for it! Yep!... When we asked for any input you might have on *beaveRTales* we didn't exactly think anyone would be upset by one of our little cartoon headers! One member emailed:



*"Just curious. In the latest issue of BeaveRTales I'm wondering why it is found necessary to use a Hollywood type caricature of what I presume to be a United States Marine Corps, drill type demanding feedback. This is a Canadian publication and is it really necessary to go outside of our country and use BS-ing images of overbearing United States Military to get feedback? Surely there is a better way to obtain feedback than these images from the United States?..."*



*Of course I have to admit it worked on me but probably not in the manner you envisioned. Worm can open. Over to you.*

*Cheers and thanks for another great BT, with, in my opinion, the exception of the image on page one."*

Our apologies. We can see how the image we used might upset the more... er... sensitive among us. So, in the future we will use the decidedly Canadian image below.



## HOW ABOUT ASSOCIATE MEMBERSHIP?

Recently the IPMS Canada National Executive has been considering an "Associate Membership" category.

For a relatively small fee this would provide a membership card so the "Associate" can gain entry to events which require IPMS National membership, e.g. the IPMS/USA Nats; access to the discounts which some vendors/suppliers provide to IPMS Canada members; four issues of *beaveRTales*; the ability to purchase merchandise that's available only to IPMS Canada members; and the ability to purchase IPMS Canada special items that would be provided for free to "Regular" members. "Associate" members would **not** receive **RT**.

Do you think this would have any appeal to either yourself or modellers that you know who are currently non-members? Email us and let us know what you think of the idea. [box626@ipmscanada.com](mailto:box626@ipmscanada.com)



Another winner randomly drawn from all those who renewed their IPMS Canada membership using the email link they were sent. The winner this time is...

**John Macintosh** of Valencia, CA. John has been sent his prize, "*The Book of Totally Useless Information*" (really... it's quite a fun book). More email renewal notifications will be going out before the next issue of **RT**, so if you receive one, use it to renew ASAP... you, too, may be a winner!



# SPOTLIGHT ON



*In this issue of beaverTales we begin a new series of articles that will present IPMS Canada's local chapters – who they are and what they do; where and when they meet; and what happens at a typical meeting. If you're in the Winnipeg area, drop into a meeting or get in touch.*

## 50 Years of Plastic on the Prairies

By Peter Kallenbach

This year marks the 50<sup>th</sup> anniversary of the Winnipeg Chapter of IPMS Canada. In the summer of 1968, on the road race track in the back of Gooch's Hobby Shop, the Manitoba Model Buffs were born. Bill Ewing, Larry Crawford and Murray Clearwater were the founding members, who after a year of meeting at the shop decided to move their meetings to a conference room above the printing presses at the Winnipeg Free Press Building. By 1970, the club's ranks had swelled to around 25 members, some of whom are still members today. When the club moved again in 1972 to the basement of the Norquay Building, the membership had doubled. Since then, a number of other venues have hosted the club's meetings, including Aviation Museum on Lily, St John Ravenscourt School, Sir John Franklin Community Club, the downtown Centennial Library, St James Assiniboia Teachers' Media Centre, Western Canada Aviation Museum, Royal Canadian Legion Branch 252 on Osborne Street, and has finally settled for the last 10 years at the Royal Canadian Legion Number 4 on Portage Avenue.

In 1973, the club renamed itself IPMS Winnipeg. Since then, it has also had some nicknames, such as the Someday Chapter ("I'll build that someday; someday I'm gonna get that kit done...", etc), and most recently the Valour Road Chapter. This is in honour of the three Victoria Cross winners from the First World War, who all lived on Pine Street in Winnipeg; following their heroic deeds, their street was rededicated as Valour Road. This respect is also reflected in the name of the annual contest that the club sponsors, ValourCon (more on that shortly).

Aside from its long standing membership with the national branch, the club has also developed ties to other organizations outside our borders. IPMS Winnipeg is also a member of Region 13 of IPMS USA, and in fact IPMS Winnipeg was awarded the IPMS USA Region 13 Club of the Year award in 2011. Through the hard work of our members, we have sponsored and helped to found two new clubs: Club Avila de Modelismo Estatico in Caracas, Venezuela; and, IPMS Cardenas Modelismo Estatico Cuba, which is the country's national chapter.

The membership has always distinguished itself as an incredibly talented group. It can boast such past members like Steve Sauvé, Dave Fletcher, and Gary Barling to name a few. IPMS Winnipeg members have always been well-represented at the IPMS USA Nationals, and have frequently returned to the city with trophies recognizing their skills. A few have even gone across to the IPMS UK Nationals in Tel-



*The event hall at ValourCon 9, 27 April 2018. This year's theme was "Canada 150", and also included a special "What-if" category.*

ford where they were met with similar successes. As a group, they have provided the contents for two special editions of **RT**, and several have had their builds individually published as the feature articles in periodicals in Europe, Japan and in the US, including Fine Scale Modeller.

On 28 April, 2018, IPMS Winnipeg hosted ValourCon 9, its annual open contest. This year was a rousing success that featured over 50 modellers who collectively put 179 kits on display. While this did represent an increase in attendance over last year, what was most impressive was the overall quality of the models on display. The “Best in Show” award this year went to Jeff Burns for his amazing Samurai 16<sup>th</sup> Century bust. The “People’s Choice” award was presented to David Gaspur for his jaw-dropping 1/24 Hawker Typhoon “Museum Restoration” diorama; this kit will be on its way shortly to the UK where coincidentally its final destination will be the museum at which an actual Typhoon restoration is ongoing.

IPMS Winnipeg conducts their monthly meetings on the first Wednesday of every month at the Royal Canadian Legion #4, at 1755 Portage Avenue. The formal agenda usually starts at around 7:30 pm but most of the membership arrive early to socialize amongst the group. Club membership has been



*The awards table at ValourCon 9. Each kit is judged on its own merits, and is therefore eligible for a gold, silver or bronze medal. From there, usually the top points-scorer is the most likely contender for the “best in category” award.*

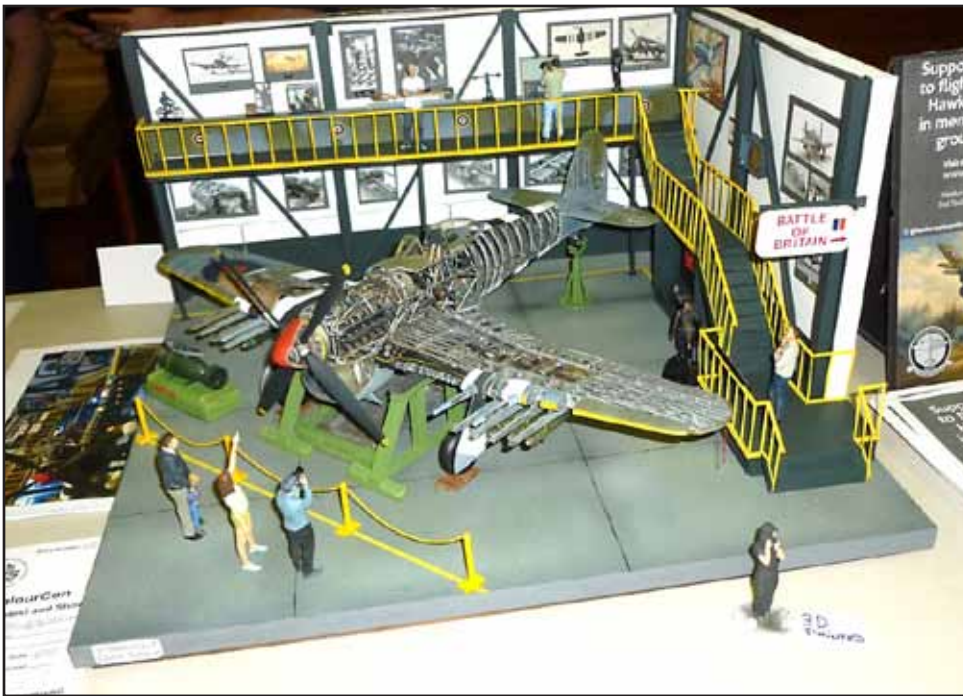
enjoying a recent period of growth and is now approaching 60 members.

The current Executive Committee in this 50<sup>th</sup> year features John Bradley as the Treasurer, Mathieu Du-bois as the Newsletter Editor, Graham Hunter is the Contest Director, Mike Lange as the Webmaster, Owen Linton is the Member-at-Large, Bill Zuk is Public Relations, Doug Roberts is Vice-President, and Peter Kallenbach was recently elected as President.

50<sup>th</sup> Anniversary celebrations are being organized in the hopes of getting as much of the membership, both past and present, together one more time to share some stories and memories. Once confirmed, details of the event will be published on the website ([www.ipmswinnipeg.ca](http://www.ipmswinnipeg.ca)), facebook page, and the soon-to-be re-instated “The Sprue” club newsletter.



*Stan Michalak’s flawless 1/32 Wingnut Wings De Havilland DH-9A 1920 Air Board Trans Canada flyer. This kit took home both the “Best Aircraft” and “Canada 150” theme awards.*



(Left) The “People’s Choice” winner, David Gaspur’s 1/24 Cut-away Typhoon / Museum Diorama.

(Below) The Jeff Burns collection. The 1/9 Samurai Bust 16th Century, second from the left, not only won the Best Figure Trophy, but also ended up as the “Best in Show” winner.

## More from ValourCon



Another gold medal finisher for Trish McNorgan and her stunning 1/32 Tamiya De Havelland Mosquito in 418 Sqn RCAF markings.



Another masterpiece from Dr. Tom Morgan; this is his 1/35 German A7V - Rochling - 21 Mar 1918. Tom hand-set over 2500 individual plastic rivets!

The Winnipeg Model Car Club was out in force; their members all scored very well. Particularly impressive was Gord Lee's 1/24 1930 Bentley.



The Science Fiction Fantasy category had a great turnout, especially with a variety of Gundam figures. This is Robbie Ortega's 1/100 Destiny Gundam: "Heine Resurrected".

An OP-ED by

**Bob Migliardi**

IPMS Canada National Director

In 1964 IPMS UK, which originated the International Plastic Modellers Society, bestowed a charter on Montreal's Alan Black, thus founding IPMS Canada. In this early era of IPMS most – if not all – of these newly-chartered national branches were organized and run by one person, with no thought to an “official” structure.

As they grew, most eventually evolved into organizations with formal governing bodies elected by the members. A few, including IPMS Canada, have remained as kind of an oligarchy. Instead of regular branch-wide elections, the modus operandi has always been, “if you want to step down you have to find someone qualified to replace you”. Throw in a few small, bloodless internal coups, and it's worked well. Some other national branches have come and gone, or split into factions, but IPMS Canada has endured... albeit not without ruffling a few feathers now and then, both at home and internationally – but perhaps we'll save that last tidbit for an interesting *beaverTales* article at some later time.

Anyway, it's 2018. Technology has changed the way organizations all over the world conduct business, and maybe it's time to ask **THE** question... Should IPMS Canada operate with a constitution, by-laws, and an executive elected by the membership as, for example, IPMS USA? There!... I've said it!... and I did not burst into flames!

**IF** (note size of previous word) the membership does decide to go that way it will not be an immediate thing, nor will it be a simple process. I estimate it will take at least a year... maybe more. I think



the first step should be to sound out the membership on the concept. Let's not bog down in details at this point. For now let's just see if you think this would be A) feasible; and B) desirable. Think it through... for example, what would an elected National Executive mean? National members would have to come forth and offer themselves for the various elected positions. Could these executive members living in different parts of the country work together efficiently? How should they be nominated? Should they have any particular qualifications (or disqualifications)? How long should they serve? Can they be 'impeached'? How will they campaign and how will elections be conducted? This is just one small aspect of a prospective change, so you can see that there would be many, many things to consider. That's why we're taking this step-by-step approach. And the first step is... Let us know what you think. Is this an idea whose time has come... or is it just a pipe dream?! We can present your thoughts in future *beaverTales* to elicit even more comments. But for now please keep it simple and on point, i.e. do you think this is a good idea and something we should pursue? Or are you in the “if it ain't broke, don't fix it” camp? Email us at [box626@ipmscanada.com](mailto:box626@ipmscanada.com)



# Stan Rogers & Flight 797



Air Canada Flight 797 was an international passenger flight operating from Dallas to Montréal, with an intermediate stop at Toronto. On June 2, 1983, the McDonnell Douglas DC-9-32 operating the service developed an in-flight fire behind the lavatory that spread between the outer skin and the inner decor panels, filling the plane with toxic smoke. The spreading fire also burned through crucial electrical cables that knocked out most of the instrumentation in the cockpit, forcing the plane to divert to Cincinnati. Ninety seconds after the plane landed and the doors were opened, the heat of the fire and the fresh oxygen from the open doors created flashover conditions, and the plane's interior immediately became engulfed in flames, killing 23 passengers who had yet to evacuate the aircraft. Tests later showed that some of the passengers had died of toxic smoke inhalation even before the flash fire.



*C-FTLU in the hangar while investigators examine it. You can see the severity of the fire and extent of the damage here*



*Flight 797 on the ground at Cincinnati, with the fire nearly extinguished*

Because the accident occurred in the United States, it was investigated by the National Transportation Safety Board (NTSB). Though the fuselage was near-

ly destroyed by the intensity of the fire, the cockpit voice recorder and flight data recorder were still in good condition and produced vital data for the investigation. This particular DC-9 had experienced a number of problems over the months leading up to the incident; 76 maintenance reports had been filed in the plane's logs in the previous year. Nearly four years earlier, on September 17, 1979, the plane, then flying from Boston to Yarmouth, Nova Scotia, had suffered an explosive decompression in the rear bulkhead that required rebuilding the tail section and replacing or splicing most of the wiring and hydraulic lines in the back of the plane.

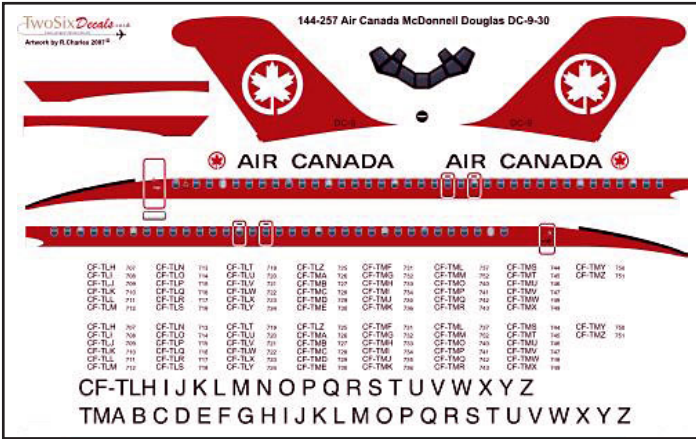
The NTSB was ultimately unable to determine the origin of the fire. In August 1984, it issued a final report which concluded that the probable causes of accident were a fire of undetermined origin; the flight crew underestimating the fire's severity; and conflicting fire progress information given to the captain. This report also found that the flight crew's "delayed decision to institute an emergency descent" contributed to the severity of the accident.



Stan Rogers was one of the casualties on the flight. Rogers is known for songs such as “Northwest Passage”, “The Mary Ellen Carter” and “Barrett’s Privateers”. He was returning home on Flight 797 after attending a Folk Festival in Texas. Born 29 November 1949 in Hamilton, ON, Rogers was one of Canada’s finest singer-songwriters, known for his rich voice and finely crafted folk songs, often written and performed in a traditional Celtic style. Concerned with themes of honour, loyalty and hope, he drew on historic and poetic aspects of the Canadian experience, giving voice to those who work closest to the land and sea. His music never received widespread air-play on commercial radio and was largely unknown outside of folk music circles during his lifetime. His legend grew after his tragic death.

The tragedy led to changes in aviation regulations around the world to make airliners safer. Smoke detectors and emergency lighting leading to exit doors was made mandatory. Flight crews today receive greater fire-fighting training and have better equipment to deal with on-board fires.

Building a model of this fateful DC-9 is a fairly easy matter. In 1/144 there are several Series 30 DC-9s available. The various 30 series versions of the aircraft seem to essentially be identical, differing only in engine type/power, take-off weight, and some internal items. Therefore, any series 30 kit should work. Fly Models and Eastern Express have released kits in various liveries, though they are rather pricey. While it’s quite old, the Airfix DC-9 is a good option, and has the additional benefit of having clear windows instead of using window decals. It should also be less expensive, though you may have to search a bit to find one. Fortunately, there is also a decal sheet available for the Air Canada DC-9-30 series fleet of this period, by TwoSix Decals, and it actually has the registration for C-FTLU (among numerous others).





# More Truly Weird Aircraft that You Can Actually Model!



As we said in the July 2017 *beaverTales*, “why build yet another Spitfire or Mustang when there’s a whole world of ‘other’ aircraft models out there!” It was fun, so we thought we’d try it again. Note that we’re showing just one kit for each, but some are available in several scales from various manufacturers.



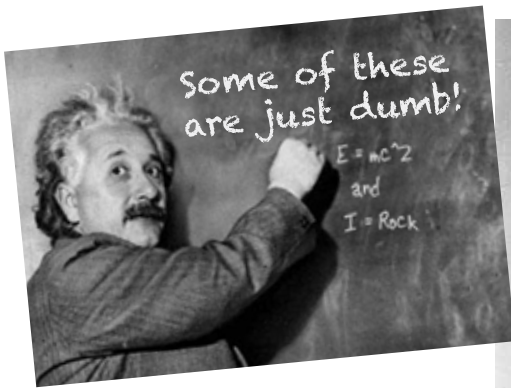
Most of us are familiar with the Vought “Flying Pancake” aircraft, and there are a number of variants available in kit form, including this 1/72 V-173 version from Sword.



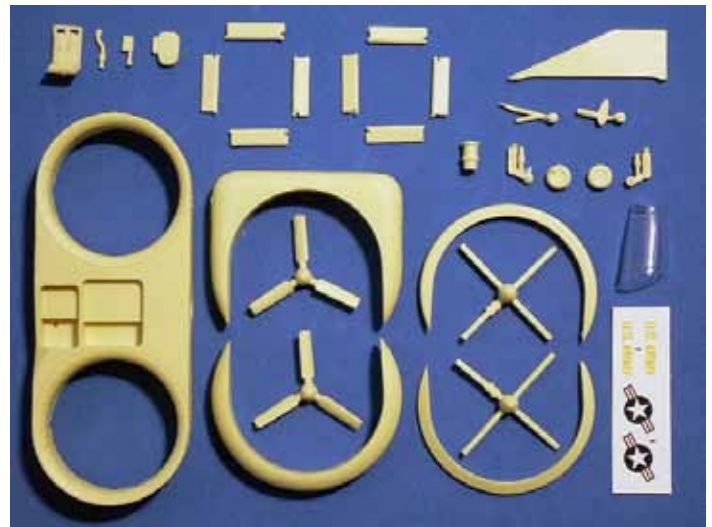
The Boeing YL-15 looks like a cross between a Cessna and a C-119. Here’s a 1/72 kit from Unicraft.



Not satisfied with your wimpy Canadair CL-84? Want more engines and more oomph? Well how about this LTV XC-142. That should satisfy your lust for horsepower! And there’s a resin 1/72 kit from Anigrand.



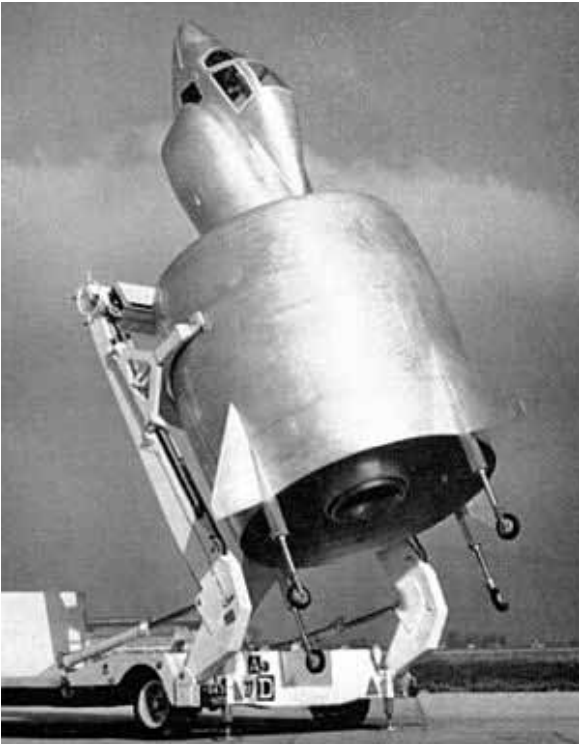
Like aircraft that just hang around? How about the Ryan X-13 Vertijet? You won't even need to detail and paint wheels because there aren't any. It's been produced by a number of manufacturers, including an old 1/48 version from Aurora. It's actually quite impressive with its pivoting launch/recovery platform.



In the "What the Hell Is That?" category we have the Piasecki VZ-8 Airjeep. Yes... someone actually thought a flying Jeep would be a good idea. Looks like you could probably bring it down with a large fly swatter! Here's what you get in Anigrand's 1/72 scale resin kit. Hmm... would you classify this as an aircraft, or a vehicle?!



As if that weren't weird enough, how about a steam-powered contraption that supposedly flew 50 metres in 1890. Brifaut issued a 1/72 scale plastic and fabric kit of Clement Ader's Eole back in the 60s.



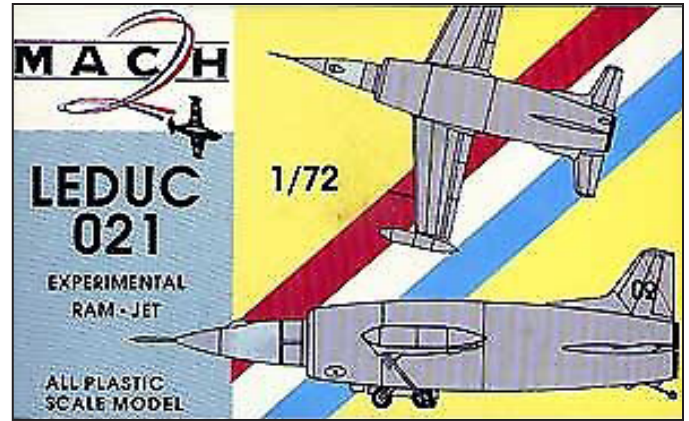
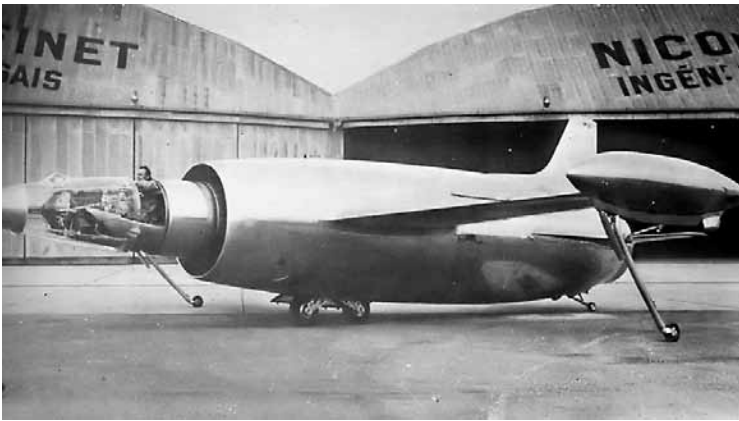
Not to be outdone by the Ryan Vertijet, France developed the Coléoptère. This thing doesn't even have a conventional wing, but uses an annular wing design. Heller produced a 1/48 scale version which you can add to your collection of VTO aircraft.



Now *that's* a wing! As close as you can get to a flying wing and still have a fuselage. The RB-57F spy plane has little in common with the original B-57/Canberra airframe. Mach 2 kitted it in 1/72 scale.



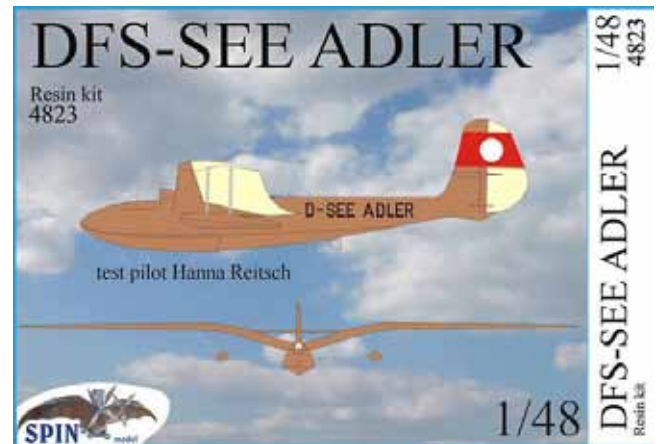
A push-me-pull-you fighter, that's the Fokker D-XXIII. Just don't bail out with the rear prop spinning! RS Models has a kit in 1/48. It would certainly make an interesting and colourful model.



No one does weird aircraft better than the French! This Leduc O21 looks like something from a Saturday morning cartoon show! Mach 2 actually produced a kit in 1/72.



The Miles M.35 was conceived as a possible design for a carrier-based fighter. The pilot was in the nose with the pusher engine mounted behind the rear wing. With lift from two wings, span could be short and there would be no need for wing-folding. I suppose it looked good on paper. Kora has a 1/72 scale resin kit of this.



And to wrap up our look at weird aircraft we present a seaplane glider, the DFS See Adler. During test flights it was determined that it could not be towed fast enough by boat to gain sufficient altitude. If you'd like to build this attractive dud, Spin Models makes a 1/48 scale kit.

# REVIEW

In-box reviews of kits for building Canadian subjects

## Hobbycraft Seafire Mk. XV

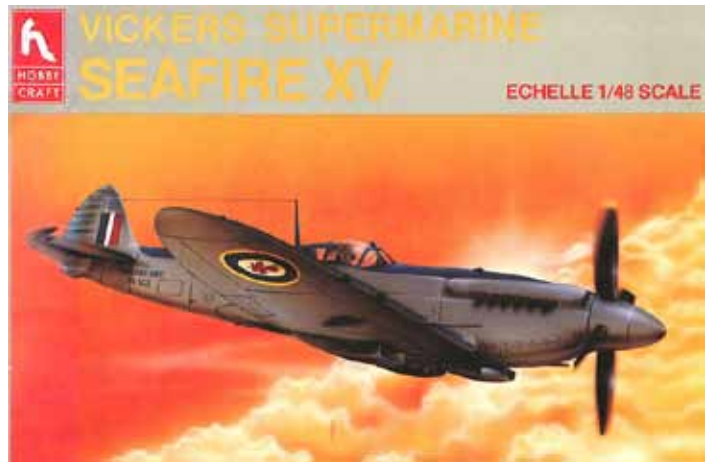
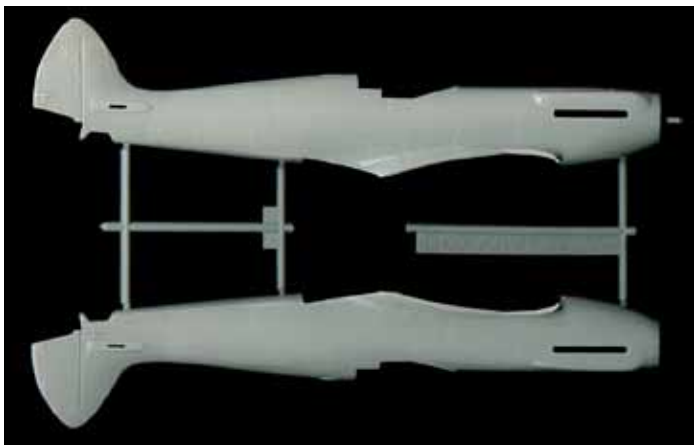
### HISTORY

The Seafire Mk. XV was the first Griffon-powered Seafire. It arrived too late for operational service in World War II. Derived from the famous Supermarine Spitfire, the Seafire XV variant began production in 1944 with the first aircraft delivered to the Royal Navy's 802 Squadron in May 1945. Of the 384 Seafire XV's produced by Cunliffe-Owen and Westland aircraft companies, a total of 35 served with the Royal Canadian Navy (RCN).

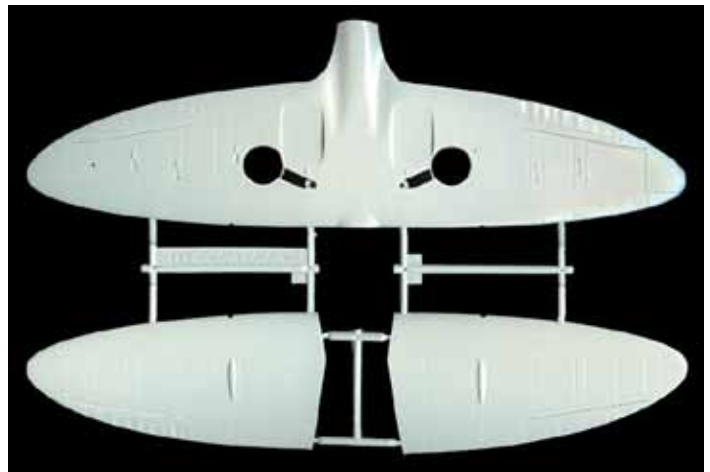
They were flown operationally by No. 803 Squadron (June 1945 ñ August 1947) and No. 883 Squadron (September 1945 ñ November 1947), but saw only limited service aboard HMCS Warrior before the type was restricted to operation from shore bases. Soon replaced by the Hawker Sea Fury, the Seafires were taken out of service and relegated to second-line duties. The Operational Flying Training School of No. 1 Training Air Group conducted Seafire pilot training at Shearwater from February 1948 to Spring 1949. The last Canadian unit to fly Seafire Mk.XV's was the Training Air Group, which grounded its surviving examples of this aircraft in the Spring of 1949. The last Seafire was struck off strength from the RCN in April 1954.

### THE KIT

Hobbycraft's 1991 release of the Seafire XV is injection moulded in grey plastic, has engraved panel



lines, and consists of 48 parts. Fit of the parts appears good. The most distinctive feature of the later Seafires are the large twin bulges on either side of the nose to accommodate the V-12 Rolls Royce Griffon engine, and Hobbycraft has captured this detail adequately, if not perfectly. There are no external stores. The fuselage interiors have engraved detail for the cockpit sidewalls, and the cockpit assembly



includes a clear gunsight, separate rudder pedals, and a control stick. The seat is mounted on a Spitfire late-war A-frame, incorporating a sheet of armour plate. The propeller blades are individually mounted to the spinner back-plate. The tail-hook is the later 'stinger' type. The clear canopy is obviously misshapen, and should be replaced by an aftermarket vac-form version.

Dimensionally, the kit conforms reasonably well to published drawings in 1/48 scale (see below). However, detail of the spinner, propeller blades, undercarriage legs and carburetor air intake leave something to be desired. A good set of reference drawings and willingness to correct these shortcomings is needed to produce an acceptable model. Specifically:

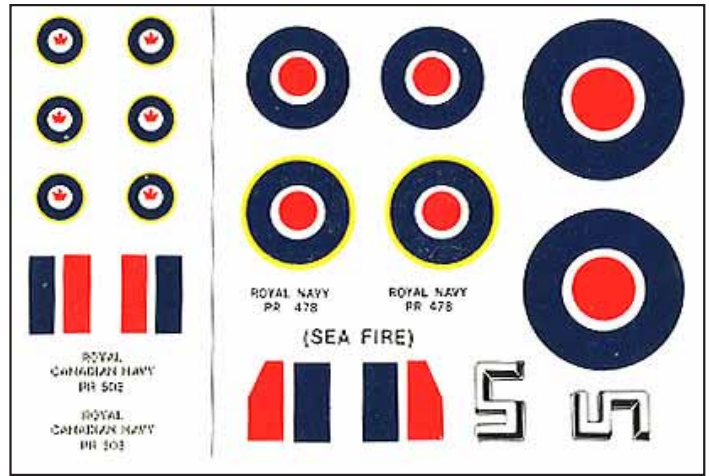
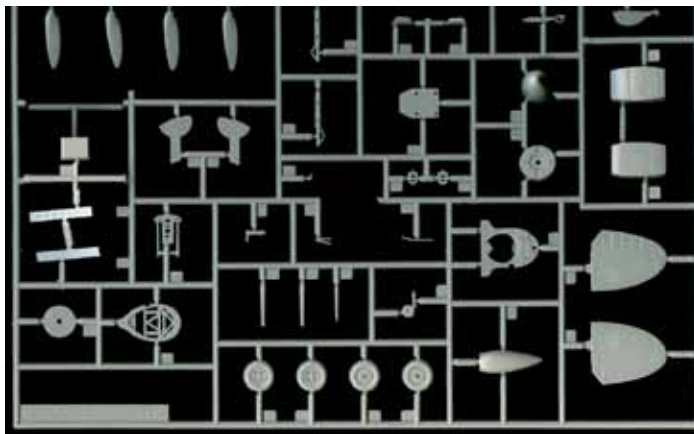
- the rudder is undersized and the wrong shape for

use with the stinger hook

- the landing gear is too tall and oversimplified
- the cowl is too short and sloped downward
- the wings are slightly misshapen, and have fabric-covered ailerons
- an incorrectly shaped canopy (with thanks to Bruce Archer)

The decals provide options for a Royal Navy and RCN Seafire. These are of rather poor quality, and should be replaced by aftermarket ones, of which many are available.

Given the need to replace parts such as the decal sheet, canopy and u/c legs with aftermarket, this is a poor choice for a Seafire XV, given the option of the more recent Special Hobby/Revell offering. However, prior to these other kits being available, many modellers were able to produce excellent renditions of the Seafire XV by working around the Hobby Craft kit's limitations. A good model for a youngster or someone starting up due to it's simple construction.



### References:

RT Vol.36 #3 The Seafire Mk.XV in 1/48 Scale ... an Easier Way; Bruce Archer 2014

The Supermarine Seafire in the Royal Canadian Navy; Leo Pettipas 1987

Supermarine Seafire: Warpaint # 20, Griffon engine variants; Geoffrey Bussy 2004

Modellers Datafile.No.5 ; Supermarine Spitfire Pt. 2 : Griffon-Powered – A Comprehensive Guide for the Modeller; Humphreys, Robert 2000

<http://www.hedgehoghollow.com/ipms/img/ac086.html>

<https://modelingmadness.com/review/allies/gb/leducseafire15.htm>

<https://ww2aircraft.net/forum/threads/1-48-seafire-xv-post-war-warbirds.45035/>

## AND IN CASE YOU HAVEN'T HEARD...



In January Hobbico, Inc. filed a petition for relief with the United States Bankruptcy Court and also announced its plan to sell the company.

So, who is Hobbico? Founded in 1985, Hobbico is engaged in the design, manufacturing, marketing and distribution of thousands of hobby products including radio-control model cars, boats, airplanes, and drones. Hobbico also offers plastic model kits, (most notably Revell, Monogram, and Revell Germany) rockets, road race sets, die-cast models, model trains, jigsaw puzzles, science and educational kits, games, kites, craft kits and much more. They employed over 550 in facilities that include its West

Coast distribution center in Reno, Nevada, facilities in Penrose, Colorado, and Elk Grove Village, Illinois, Axial facilities in the United Kingdom and Germany, and its Corporate Headquarters in Champaign, Illinois. The Company sells over 50,000 items through three sales divisions to both the retail and wholesale market. If you're really interested in business and legal minutiae you can find loads of info all across the web. There's a possibility that at least the more profitable divisions may be acquired by other companies, but in the meantime you might want to pick up those kits you had been thinking about getting while they're still available.

# IPMS Canada / Royal Canadian Air Cadets

## Scale Modelling Project

Member Bill Zuk of Winnipeg has developed a program to introduce the hobby of plastic scale modelling to local Air Cadets. This is being done through the Air Cadet League of Canada, in partnership with IPMS Canada and the local Winnipeg chapter.

The Cadet Canada Program is the largest federally-sponsored youth program in Canada that includes the Royal Canadian Sea, Army and Air Cadets. It is a national program for young Canadians aged 12 to 18 who are interested in participating in a variety of fun, challenging and rewarding activities while learning about the sea, army and air activities of the Canadian Forces.

These young people earn valuable life and work skills such as teamwork, leadership and citizenship, attributes that are highly valued. Air cadets participate in an aerospace-related program conducted by the Royal Canadian Air Force.

Air Cadets are constantly looking to supplement their training syllabus with optional activities that can be found in the community. In return, a connection to the Air Cadet movement provides a link to the youth of Canada. This is where the IPMS modelling program comes in.

While still in its pilot stage, the program developed by Bill and the Air Cadet League will involve the following elements:

1. Identifying individual Royal Canadian Air Cadet (RCAC) squadrons in Winnipeg who would be interested in the program. Contact will be made by Air Cadet League liaison members for eight city-based squadrons who will determine interest, set up a schedule and find a suitable location for an introductory session and possible meeting area.

2. Developing a "kit" of model and supplies based on an available aircraft subject.



3. A suggestion is to use a variation of the recent IPMS USA "Make-n-Take" program.



This program used the Pegasus Hobbies E-Z Snap kit line. Testors Hobbies also provides an inexpensive set of model paints and glue/supplies to complete the "kit". Cost for the kit can be undertaken by the squadron, parent's committee, Air Cadet League, IPMS, or a combination of various sources.

4. A visit will be arranged with an IPMS Winnipeg representative(s) to "introduce" the hobby of plastic scale modeling. The visit will include a demonstration, question-and-answer or other appropriate presentation.

5. It will be the obligation of the individual squadron to continue with the set-up of a model club, but a



"call an expert" arrangement will maintain a continuity between the air cadet squadron and IPMS representative.

6. The individual cadet members will be considered "junior modelers" and will be invited to a special night at IPMS Winnipeg as well as being automatically registered in the Junior category for the next model convention/contest.

*If you would like to find out more about the possibility of starting a modelling program with the Air Cadets in your area, Bill can provide you with information on how to go about it. You can contact him at [wzuk11@gmail.com](mailto:wzuk11@gmail.com)*

# Make your own Beavertails

*...no, no... the other kind!*

## CANADIAN BEAVER TAIL PASTRIES

Makes 20-30 Beavertails – enough for your whole IPMS local chapter!

### Ingredients

- 1/2 cup warm water
- 5 teaspoons dry yeast
- 1 pinch sugar
- 1 cup warm milk
- 1/3 cup sugar
- 1 1/2 teaspoons salt
- 1 teaspoon vanilla
- 2 eggs
- 1/3 cup oil
- 5 cups self raising flour
- Vegetable oil (for frying)
- Cinnamon Sugar

### Method

- 1 In a large mixing bowl, stir together the yeast, warm water and pinch of sugar.
- 2 Allow to stand a couple of minutes to allow yeast to swell or dissolve.
- 3 Stir in remaining sugar, milk, vanilla, eggs, oil, salt, and most of flour to make soft dough.
- 4 Knead 5-8 minutes (by hand or with a dough hook), adding flour as needed to form a firm, smooth, elastic dough.
- 5 Place in a greased bowl. Place bowl in a plastic bag and seal. (If not using right away, you can refrigerate the dough at this point).
- 6 Let rise in a covered, lightly greased bowl; about 30-40 minutes.
- 7 Gently deflate dough. (If dough is coming out of the fridge, allow to warm up for about 40 minutes before proceeding).
- 8 Pinch off a golfball-sized piece of dough. Roll out into an oval and let rest, covered with a tea towel, while you are preparing the remaining dough.
- 9 Heat about 5cm of oil in a fryer



or a wok. After a few minutes, drop a little dough in the oil. If it sizzles and browns up, then the oil is ready.

- 10 Add the dough pieces to the hot oil, about 1-2 at a time.
- 11 **BUT** — before you do, stretch the ovals into a tail shape, like a beaver's tail – thinning them out and enlarging them as you do.
- 12 Turn once to fry until the undersides are deep brown. Do not walk away from the stove as the tails will quickly burn
- 13 Lift the tails out with tongs and drain on paper towels.
- 14 Immediately toss the tails in cinnamon sugar and shake off excess
- 15 **SMOTHER** your beavertail with your favourite topping such as jam and cream, salted caramel, stewed apples and ice cream, nutella or maple syrup.



*US President Barack Obama uses an official visit to Ottawa as an excuse to grab some Beavertails.*





## A Better Way to Fill Seams

courtesy Michael Benolkin  
(cybermodeler.com)



When it comes to body work (filling seams/gaps/etc.), I used to take the brute force approach - fill the offending areas with putty and then wet-sand the surface to submission. While this approach always works, it leaves lots of collateral damage in lost surface details. When I spotted a note in one build where the modeller was sanding with a cotton swab (Q-Tip), I took a closer look.

Here is a work in progress, the Kinetic 1/48 F-16D and for those of you who've seen the kit, it has quite a few inserts and modules that come together to render a given version. Most of these come together along panel lines, but as you know, you can see the difference between a seam and a panel line if not fixed.

If you look carefully at the image above, I've already assembled a number of the upper fuselage parts and inserts. If you look closer, you can see the putty in those seams but no collateral damage from sanding. The approach I'm using is Mr. Surfacer 500 applied with a brush (see image below), let the putty dry,



then take a cotton swab dipped in Isopropyl Alcohol and rub the excess putty away. I've also used this approach inside the intake ducts of this kit to see how close to a seamless duct I can achieve. You'll see more of this build elsewhere on Cybermodeler Online.

This approach won't eliminate the need for those problems that require serious filler and sanding sticks, but it will significantly reduce the amount of sanding (and rescribing) needed on many projects. If you do inadvertently fill a panel line with Mr. Surfacer, I use a dull point to trace the affected panels and remove the unwanted filler without scratching the plastic surface.

I've received a number of interesting emails since first publishing this tech tip. One asked whether I follow the seam or rub perpendicular to the seam with that Q-Tip. In the above example, I'm rubbing along the seam because I want a slight depressing in the putty so the filled gap will look like any other panel line. Another suggested something brilliant - disposable lens cleaning wipes. These are alcohol-based and they dry out rather quickly. Rather than tossing them, reuse them! Dip them in the Isopropyl Alcohol and you can achieve smooth, flat surfaces. Another email suggested nail polish thinner which is supposed to work great if you're interested in that option.

Now go build something!



# So Simple – So Clever!

Here's a simple, but great idea that comes from Perry Rotzel... pipe cleaners used to hold parts together while the cement dries! They're cheap, can be found in every craft department, and all you do is wrap one around the part and twist. The photo here shows how Perry used them to hold a P-38's fuselage and booms together.



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The advertisement features four model aircraft against a blue sky background. At the top left is a yellow and grey Schlacht Bf 109E with a swastika on the tail and a red 'A' on the fuselage. To its right is a brown Beechcraft 18 with a swastika on the tail and 'S9 DR' on the fuselage. Below these are two US military aircraft: a grey TB-482 with 'GUARD THE VICTORY ENLIST' and '482 TB-482 333482' on the fuselage, and a white Navy Beechcraft 18 with '24 NAVY 1248 51248' on the fuselage.



The Comox Air Force Museum, Bldg. 11, 19 Wing Comox, Lazo, BC – [www.comoxairforcemuseum.ca](http://www.comoxairforcemuseum.ca)



The Greenwood Military Aviation Museum, CFB Greenwood, NS – [www.gmam.ca](http://www.gmam.ca)



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)



British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – [www.bcam.net](http://www.bcam.net)



Canadian Warplane Heritage Museum, 9280 Airport Rd. Mt. Hope, ON – [www.warplane.com](http://www.warplane.com)



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