

May 2012  
Edition

# beave**RT**ales



## **Editorial**

Well here I am writing this editorial for the first national e-newsletter in IPMS Canada's history aptly named beaveRTales. Catchy eh?

I say the first e-newsletter because, IPMS Canada did, at their very beginning, produce a "newsletter" style publication on a Gestetner. (Does anyone know what that is? Think first copier but run on coal.) It was simply a few sheets of "random thoughts" stapled together and mailed out to the members. From speaking with others in the know, RT became the publication we know and love around issue #24 in 1968 or 1969.

So what should beaveRTales be about? I would like it to be a THE e-publication that keeps you up to date on what is happening in the modelling scene, but with a Canadian twist. Not solely Canadian, but when the subject is Canadian-related it makes it that much better. Of course, other happenings in the world of scale modelling would also be perfectly acceptable for publication in beaveRTales.

Also, we plan to have articles that are more suited to a newsletter than our regular publication, RT. You may have noticed that there are no more kit or product reviews in RT and that is really by design more than anything else. As a paper publication, it had to evolve and in this age of instant gratification with information on the Net, almost anything "newsy" published in hard copy is out of date by the time it hits the presses.

This newsletter should be released to the general membership in between the issues of RT. This only happens if we have your email address on file. One good thing about producing an electronic publication is that it can be as long or as short as needed, we can increase the publication frequency easily, and it can be as current as the TV evening news.

If you have any suggestions please send them to IPMS Canada via email with "beaveRTales" in the subject line.

Cheers  
Chris Aleong

## **From the Executive Branch**

As you many of you may know by now IPMS Canada has a new National Director in the likes of Bob Migliardi. Actually I think "New" is not the right word since Bob has already held the post of ND. Maybe I should be saying familiar. In fact, I think Bob was the ND when I joined way back in 1977.

Also, many of the members may not know that the executive is now spread across Canada which truly makes it a National organization.

The new executive has had a couple of meetings already and because several of us are in various parts of Canada, we are making use of technology by employing Skype, a video conferencing system. Oprah uses it but I digress. The time differences notwithstanding it has been a success. It really is amazing this thing called technology.

## **Chapter News**

Gary Barling will be updating the Chapter contacts as it appears that several of the members listed as the chapter contact are no longer valid. The chapters have to be more mindful of updating the National Organization with any changes to their executive structure. This is one of the fastest ways that Gary has to contact the people in the know.



# The Canadian Albatross

*...it's different!*

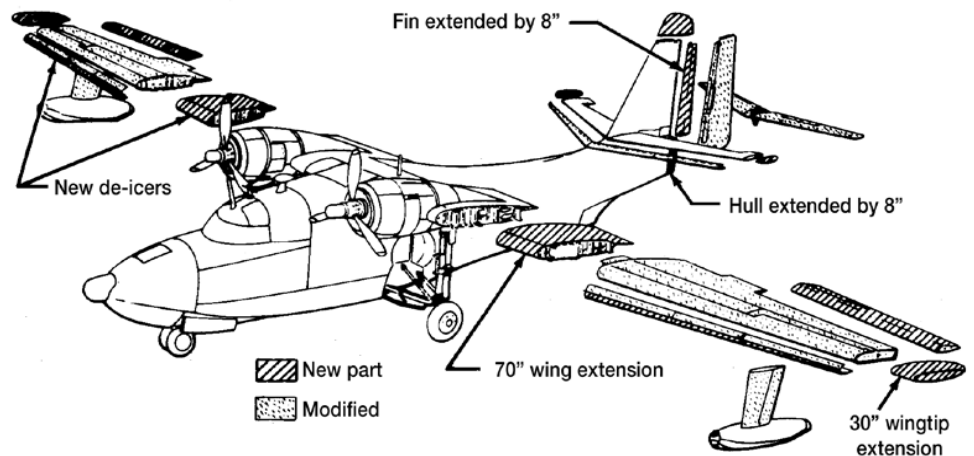
By Bob Migliardi

Most of the Grumman HU-16B Albatross versions were not really new production aircraft at all, but older model airframes which were rebuilt to HU-16B standards.

camber was added (very noticeable, and missing on the old Monogram HU-16B kit).

External changes consisted of an increase of 200" in wingspan, a broadened and taller fin and a longer horizontal stabilizer. As the wings were extended, the leading edge slots – incorporated in the design to improve low-speed handling – were deleted. Instead, a leading edge

Structural modifications from version A to B







***A USAF HU-16B. This camera angle makes it easy to see the leading edge camber on the wing***

While a total of 241 HU-16s were converted to HU-16B standards, an additional 21 were built as new aircraft. Of these 21, 16 were given 1,525 HO Wright R-1820-82 engines instead of the original 1,425 HP Wright R-1820-76 engine. The new engine had a two-speed supercharger and a modified ignition system, and was the same engine that was used in the Grumman Tracker.

Using the R-1820-82 made it necessary to use a larger diameter cowling which was then faired into the existing nacelle. This produced a noticeable “lumpy” appearance which, along with an air intake mounted on top of the nacelle, made these aircraft easily distinguishable from the standard B models. During 1960/61 ten aircraft were delivered to Canada, and the remaining six went to Japan.

Canadian machines – and from what I’ve been able to determine so far, only Canadian machines – also have a special antenna fitted on the fuselage sides below the cockpit (See photo right). This

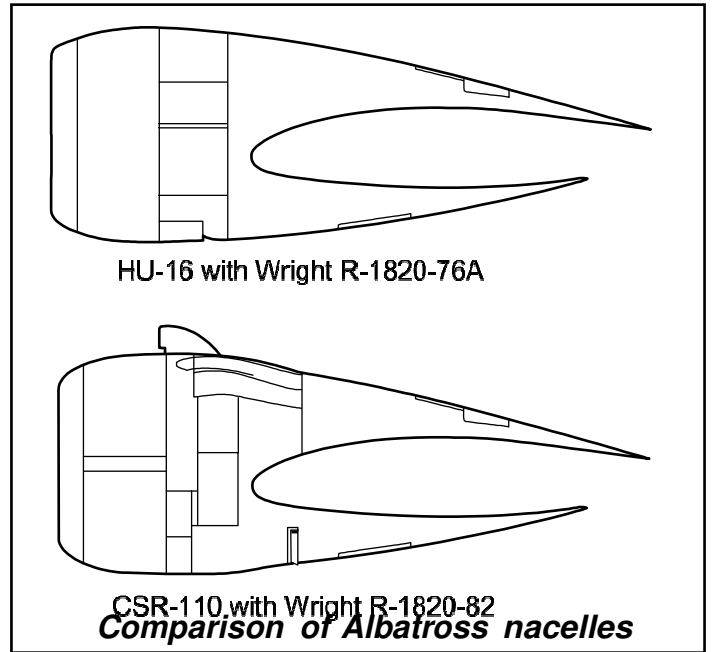
landing aid is similar to the Rebecca device used during WW II.

The shape of the new nacelle is very difficult to



determine from photos. I've seen a number of RCAF HU-16 Albatross models which have not been modified at all, I've also seen some conversions where larger diameter cowlings were used, and then the rear end of these were just faired down with filler to match the nacelle diameter.

The correct configuration is more complicated than that, as on the actual R-1820-82 equipped aircraft the nacelle's contour behind the cowling was also changed. While the original engined nacelles were pretty much circular in cross section, the Canadian (and Japanese) nacelles were distinctly "lumpy" before transitioning to the circular section. Even in photos it's very difficult to see because of the usual camera angles. I've tried to find some photos that will hopefully make it clearer.







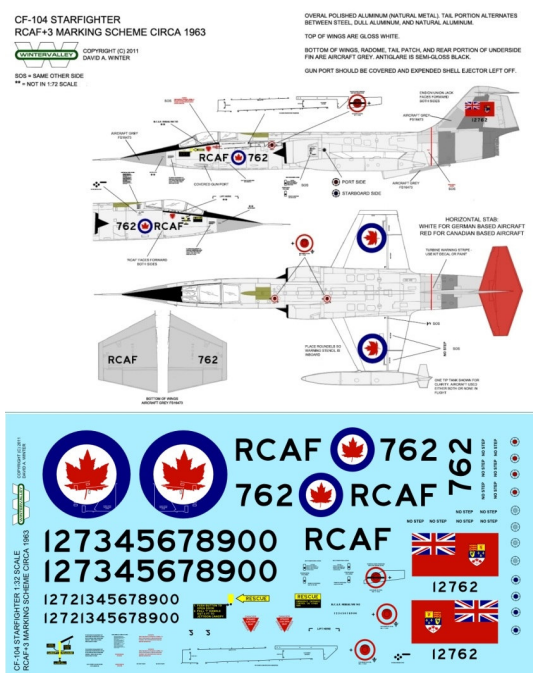
Seen from this angle you can make out the subtle bulges on the nacelle aft of the cowling.  
US Navy aircraft with R-1820-76 in the original configuration nacelle.



A Japanese UF-2 with the R-1820-82 engine. Note the different contour of the nacelle aft of the cowling. This is the same as the Canadian CSR-110.

## New Products On The Market

There is a new decal/resin company out of Vancouver specializing in RCAF/ CAF subjects. David Winter is the brains behind this and his company is called Winter Valley. His first subject is a wonderful sheet in 1/48th covering a CF-104 circa 1963. With RCAF decals not thick on the ground this is a most welcome release. With several of my Hasegawa 1/48<sup>th</sup> F-104 kits sitting in boxes on my shelves naked, I think I have found the perfect dressing for them.

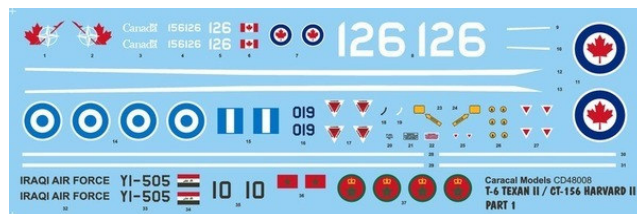
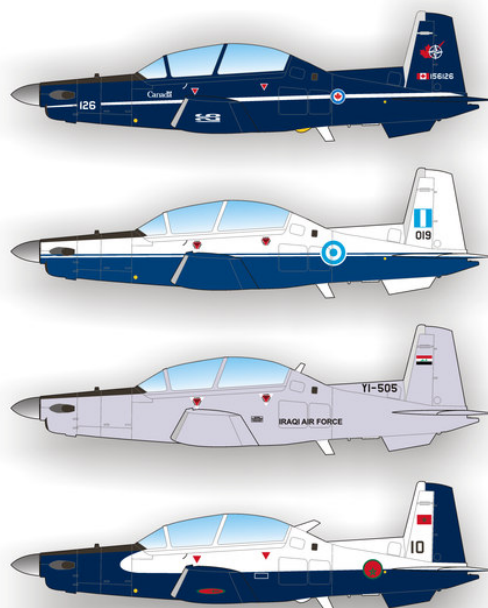


His next sheet will cover CF-188 Hornets in their symmetrical era markings.

David says that his primary focus will be RCAF/CAF subjects but he does have a smattering of RAF subjects in the pipeline.

Visit the Winter Valley website at [www.wintervalley.com](http://www.wintervalley.com)

From the south comes Caracal Decals, from the Southern United States that is. Located in Austin, Texas one of his early releases was a small decal sheet for the IBEX kit in 1/48<sup>th</sup> of the T-6 Texan II. I mention this because one of the schemes on the sheet was for Canada's latest trainer, the CT-156 Harvard II based out of CFB Moose Jaw, Saskatchewan.



Unfortunately, the sheet is sold out at the Caracal web site ([www.caracalmodels.com](http://www.caracalmodels.com)) but they may be available at some of the on-line stores such as Flightdecs ([www.flightdecs.ca](http://www.flightdecs.ca)) in Canada or Hannants in the UK.



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## Canadian Colour Schemes and Markings

**Patrick Martin**, a photo contributor to past and current RT articles, publishes an acclaimed series of four books dealing with the complete history of markings and colour schemes for aircraft of the RCN, RCAF and CAF. This is a 'must-have' series for the serious Canophile! For more information please visit the website or contact Pat at:



**Martin Slides at [104655@telus.net](mailto:104655@telus.net)**

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## From the Special Projects Division Of IPMS Canada

### **"Special Announcement"**

As one of the very few IPMS branches that offers back issues of its society journal, IPMS Canada is at present trying to determine if it is worthwhile for us to continue to offer back issues of our society journal, Random Thoughts (RT).

As a result, we are having a 3 month sale on all back issues to gauge if there is any interest. If we do not realize sufficient sales, we will determine that there is not enough interest in the back issues of RT and as a result we will no longer continue to offer back issues.

So, if anyone has been contemplating filling in any gaps in their library, this would be a good time, as back issues of RT may not be available in the near future.

This sale is offered to both members and non-members of IPMS Canada.

Note that all prices include postage.

### **IPMS Canada Lapel Pin**

*Domestic (P&P incl.) \$7, two for \$13  
International (P&P incl.) \$11, two for \$19*



RT Volume (and Year)	Issue Numbers Available: ( <b>Blue Bold</b> indicates a 'double' issue)	Price Per Issue:
7	4, 5, 6, 7, 8, 9, 10, 11, 12	\$5.00
8	2, 3, 4, 5, 6, 8, 9, 10, 11, 12	\$5.00
9	3, 5, 6, 7, 8, 11, 12	\$5.00
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30	<b>5/6</b>	\$9.00
31 (2009)	1, 4	\$9.00
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We have a limited supply of complete volume year, bound issues, some of which are hard cover and some soft cover.		
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