



## Way To Go!

We've recently been notified that the **IPMS London** Chapter offered its members who were not yet national members, an incentive to join IPMS Canada. For the first 5 IPMS London members to join IPMS Canada, **IPMS London** paid half of the membership dues for the first year. Chapter president, Don McCall, brought the idea forward and the club voted unanimously in favour of the motion. A big Thanks to all the members of the **London Chapter** who supported this initiative, from the rest of IPMS Canada!

The **Calgary Chapter** also pitched in!  
Scott McTavish writes:

"This is the 20th Anniversary year for the **Rocky Mountain Model Club** even though we have only been an IPMS Chapter for a few short years. Upon reading the call for action by the National Exec, our club decided to take action in helping bolster recruits for the national body and also hopefully attract new members to our meetings. It was proposed and approved that if you have a national membership, our regular club dues would be waived for this year. Even though this meant that the "landing fees" would essentially increase, many of our members vowed to either join up, or renew lapsed accounts with IPMS Canada. We trust that it has led some modellers towards a long future in the IPMS fold. Likewise any lurking IPMS members local to Calgary are invited to come and check out our meetings."

If your chapter is doing anything like this to encourage IPMS Canada membership please let us know, as it deserve to be thanked publicly and emphatically! And if your chapter hasn't thought of anything like this yet, why not propose it at the next meeting.

**Way to Go, London & Calgary!**



We seem to have lost contact with the **IPMS Kelowna/Okanagan Scale Modellers**. Their website has been inactive for quite a while. We've tried e-mailing the chapter contact that we have on file, but have yet to get a response. So if anyone in the area can give us a status report or put us in contact with someone, it would be appreciated.

### WINNERS

We have our three winners (based on number of correct answers and time of arrival) in the IPMS Canada **TV Car Contest** identification quiz which appeared in the last issue of *beaver*RTales: **Dave Winfield**, 10/10; **Mike Roy**, 9/10; and **Ken Nesbitt**, 9/10. Congratulations to our winners. They have already been sent their prizes (a copy of "The World's Worst Cars", by Craig Cheetham). And thanks to all the members who sent in their answers.

### Credit Where It's Due...

When we sent out the recent 442 Squadron Yellow Mustangs mini article, we inadvertently neglected to mention that all this was all due to the efforts of Randy Lutz who did the original research for the aircraft markings and for the article. You can find pictures of Randy's magnificent 1/32 model linked on the website's Special Products page.

*beaver*RTales  
is the e-newsletter  
of IPMS Canada, which  
supplements our printed  
magazine, RT. To find out  
more about our publications  
or IPMS Canada, visit us at  
[www.ipmscanada.com](http://www.ipmscanada.com)

# COMMENTS

## from the members

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

The request in the Feb. 2013 edition of *beaveRTales* for material to publish got me thinking. I read a number of modelling magazines from Britain and the USA. They have a more or less world-wide appeal and have a lot of potential contributors to support them. IPMS Canada is different. It is based on membership rather than being commercial. With its focus on Canadian topics, it can provide some information which is not easily found elsewhere, but its smaller natural audience means that there are fewer people to pull together that information and to carry the load of running the organization and getting the information out to the membership.

IPMS Canada is also as close to a local modelling club as I, and likely others, have. A club is a good place to share information and ideas and to deal with wants and disposals. It also adds a social aspect to what can be a pretty solitary hobby. My home town of North Bay, Ontario, had one with some really good modellers. Unfortunately, death, moves, changing interests and other demands on time all took their tolls and it fell apart. However, IPMS Canada, used right, could be a great substitute for a local club for people in my situation. We could show others with similar interests our latest Canadian-themed creations and exchange ideas like at a club meeting, but with the benefit of having a larger group to share with. Believe it or not, although I have been a member for many years, my contact with IPMS Canada was limited to reading **RT** and, more recently, *beaveRTales*. I hadn't been to the website and was not aware of the forum on it. In fact, I was going to suggest creating a forum for members! I wonder how many other potential users are as unaware of it as I was. Anyway, it's a great idea.

Modelling is something that I do for my own enjoyment and relaxation. Somehow, showing off my completed models, let alone entering them in competition, didn't feel right. It made me wonder who I was trying to please, myself or others. The philosophy

of modelling is a topic for another article, however. For now, suffice to say that I have come to realize that, in showing each other what we have built, we exchange ideas that might help us with future projects and are encouraged to try things that we might not have thought of ourselves. That is certainly a lot of what I get out of seeing what other modellers have done. With this in mind, about thirteen years ago, I entered my 1/72 scale Canadair Argus in the national competition and published an article on it in **RT**. Someone who had seen the article contacted me for information for his own Argus build. I was glad to help and have wondered how his project turned out.

I tend to model in themes, only one of which is Canadian subjects. Currently, I am working my way through Central and South American air forces. It might be a while before I get back to a Canadian aircraft, unless it is one Canada sold to Latin America! When I do, I will try to make time to do an article on it. I won't promise a build of the quality that I know many of you can do, but maybe someone will get something out of it.

In the meantime, I've included pictures of some of the Canadian aircraft I have built over the years. Each could be the subject of a build article... if only I had kept records of or remembered what went into them! I actually started an article on the Arrow years ago, but it died with a hard drive. Briefly, I built the 1/72 scale Hobbycraft kit, was not very impressed. I then built an old vacuform kit which, it turned out, captured the Arrow's look much better, especially in the nose. I hope the new Hobbycraft 1/72 Arrow is a vast improvement.

So, there's a start to my contribution to the "by modellers" side of the equation. I only hope that it and anything I can add in the future will be of interest to somebody in our hobby.



*Jamie's Canadair Challenger VIP transport*

## More of Jamie's models



*Jamie's Canadair North Star C-5 (the sole example with Pratt & Whitney engines)*

*Vacuform Avro Arrow kit with 'squadron' markings*



*B-47 testbed aircraft with the Orenda Iroquois engine mounted to the fuselage.*



## JN-4 Canuck update...

Seeing the JN-4 Can article in the last *beaverTales*, **Patrick Elkington** of the **Regina Chapter** writes in to add the following interesting footnote...

“In keeping with the JN-4 Canuck theme, perhaps, you may want to include the following information and pictures:

The first formally registered aeroplane in Canada was this JN-4 Canuck, G-CAAA, co-owned by Roland Groome (photo below) and his partner Robert McCombie, of *Aerial Services Company*, Regina, Saskatchewan.

Roland Groome was also the first licensed Commercial Pilot in Canada. McCombie (no photo, unfortunately) was also the first licensed Aircraft Mechanic in Canada.



## ON DISPLAY

New member **Alex Breza** supplies some pics of his model display case at home, along with some of his 1/35 scale military vehicles. Looks like you'll be needing another display case soon, Alex!



# CAR CORNER

## RUSTY CHEVY

a build by Don Alexander

Have you ever looked at someone else's model or looked in a magazine and read an article about a kit you wanted to build? Well, at our last model meeting I saw a Ford F100 that was all rusted out and dirty and looked totally awesome. Then I read an article from the February 2000 issue of Fine Scale Modeler that was about building an AMT 1/25<sup>th</sup> scale 1970 Chevy Chevelle SS that was all rusted out and dirty and decided to try to build one of these.



I took a look through my stash and found a Revell 1/25<sup>th</sup> scale 1970 Chevy Chevelle SS that would work nicely. So wish me luck as I try to build something I have never attempted before. This review may end with a build nice enough to put in the IPMS JaxCon this February or it may end up with a M80 firecracker inside it!

The build, like all car kits begins with the engine. The Revell kit has 16 pieces to the big V-8 gas guzzler and it's not that bad. I will have to

strip the chrome off the headers and alternator though and I plan to plumb this out as I have been doing in all my recent car builds.

**Don's 1/25 Chevelle in all its grungy glory!**

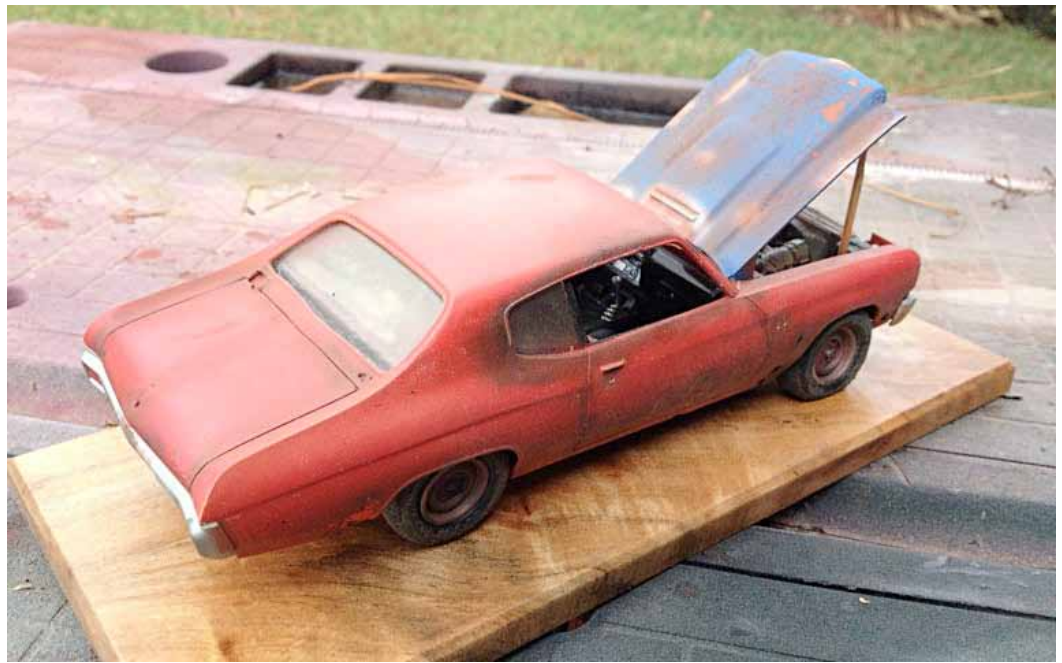


The engine block was painted red and all the little pieces (distributor, fan belt/pulley, fan, etc) were painted and added and it was placed into the car's simple frame which was painted gloss black. This kit is really only one step above a promotional or curbside car, so it's going together pretty fast. The interior was kept simple and painted black to match the exterior color (red) and I have to tell you, the red went on really nice. It's going to be hard to mar the finish all up. However, this is the reason for the build, so mar it up I will.

strip the chrome off the headers and alternator though and I plan to plumb this out as I have been doing in all my recent car builds.



I opened up the rest of the rust spots in various shapes to make the quarter panels look like they have random rust holes. I then painted some Model Master rust, some grey and some black paint on the rusted areas and I air-brushed a wash of black and brown on the entire lower half of the car body to make it look dirty and worn. To me it looks right and that's all that matters. I left the hood off during the painting because I want to make it look like the owner got a replacement hood from the junkyard. So after putting some interior detail on with plastic-strut, I painted the hood rust color. Then I added some moist salt and let it dry.



The wheels that came with the kit could not be used because they were chrome plated mag type wheels. I found four steel rims that fit the tires and painted them Floquil Old Silver and rust.



After a wash and a dusting of Floquil Dust paint, they matched the kit look. I ground one tire down to look flat and sanded the tires to look very worn out. After drilling holes for the outside mirrors, I added a couple wires to make it look like the whole mirror had been knocked off. I added miniature magazines and a "For Sale" sign in the window, drilled out the trunk lock, affixed an old Georgia license tag and my Chevelle was done and ready to display in the upcoming IPMS Regional contest, JaxCon 2013. I placed it in the rat rod/junker category and it

Once dry, I painted a contrasting blue and some primer grey on it to make it look weather beaten and old. After scraping the salt off, the hood looked real nice. I propped the hood open with a wood toothpick shaped and weathered to look like an old shovel handle.

actually won Second against some real fine car builds.

This build was a lot of fun and that's what this hobby is all about. My next build will be a '69 Camaro done up like an unrestored daily driver.

# TV CAR QUIZ ANSWERS

Here are the answers to the **Television Character Car Quiz** which appeared in the Feb. 2013 *beaverTales*. See page 1 for the names of our three winners, who have already been sent their prizes. Thanks to all who entered.



1 • Tod Stiles & Buz Murdock on *Route 66*. Each year they used a new Corvette, 1960 for the pilot, and then 1961 through 1964.



2 • The Drivers on *Taxi*. It's a Checker Marathon, the ultimate taxi vehicle... at least back then. The model shown is an R&R resin kit.

3 • Dr. Donald "Ducky" Mallard on *NCIS* drives a Morgan 4/4.



4 • Inspector Morse on the British detective series, *Morse*. He drives a Jaguar Mk II 2.4 I.

5 • Sonny Crockett on *Miami Vice*. Enzo Ferrari donated two white Ferrari Testarossas for the show.



6 • Simon Templar on *The Saint*. He drove a Volvo P1800. The picture in the quiz is of an old Palmer kit.

7 • Emma Peel on *The Avengers*. She drove a Lotus Elan S2 in the black & white episodes, and an S3 model in the ones filmed in colour.



8 • Patrick Jane on *The Mentalist*. Jane drives a Citroen DS20. The Heller kit is actually a DS19, but hey, all Citroen DSs look like a clam on wheels.



9 • Hank Brackett & Johnny Reach on *Bearcats*. If your memory is good, you may remember they drove around troubleshooting in a Stutz Bearcat.



10 • Howard Wolowitz on *The Big Bang Theory*. Howard rides a Vespa GTS. This Tamiya kit is not of a GTS version, though all Vespas look pretty much alike! And yes, Dr. Who (David Tennent) *did* ride a Vespa but in one episode, not as a regular conveyance. And it was not *The Flying Nun* (Sally Field) who rode a scooter. It was Debbie Reynolds in the movie *The Singing Nun*.



# Pics from the past

WJ Wagner of Chesley, ON, selling plastic models in a ship's canteen, Jan 62. Unfortunately we don't know what ship this is. He's holding an Aurora Stutz Bearcat, just like the kit shown in last issue's TV Car ID Quiz!



Yet another photo of aircraft markings being applied by giant decal. This time it's a Red Ensign going on the tail of a Sabre 6.



Painting the markings used by the 4<sup>th</sup> ATAF in Exercise Carte Blanche, on a Sabre 5 tail. It looks like they just realized there's a flag in the way and are consulting the instructions for what to do now!





# H-21 DETAILS

by Vic Scheuerman



As promised, some additional detail photos to accompany the build article which appeared in RT 35/1. These photographs were taken at *Heritage Air Park* located at CFB Comox, on Vancouver Island, BC.

This is actually a USAF H-21B-PH 53-4366 that had been used in Alaska until sometime in the 1960s. It was recovered from Ft St. John in August 1982 by the now defunct *Pacific Aviation Museum*. Okanagan Helicopter staff working on their own time helped dismantle and load what was left of the airframe.

At some time it was acquired by the *Canadian Museum of Flight and Transportation* in Surrey, BC. While restored to

a relatively complete level, it was missing several cockpit details, and the seats are from a Sikorsky 55. Initially, it was restored in USAF markings similar to what it wore while in service. Eventually, it was acquired by the *Comox Air Force Museum*.

After arrival at CFB Comox, a total of 9,000 volunteer hours were put into it by both the IMP Aerospace staff (CH-149 Cormorant support) and members of 19 Wing Comox. This second restoration ran from November 2004 to April 2005 and it has been displayed outside since.

Thank you to the Canadian Museum of Flight for providing some of the history of this aircraft.



The faded appearance of the Day-Glo RESCUE logo is accurate.



Port side of the cockpit, showing the raised framing that holds the aft-sliding side windows.



Note the different configuration of foot pedals for the pilot (starboard side).

Centre view shows some of the complicated linkage for the foot controls. The framing could vary somewhat between versions so be careful when picking a subject.



Note the two different types of foot pedal. Both are accurate, though perhaps not at the same time! Note the foot rest extension below the pedals and the green duct work on the center console.



Front view of the nose gear



Details on the bulkhead include a couple of boxes with one supporting a large number of wires. This view shows that the first window on the port side has been either painted over or replaced with sheet aluminum. This is the location of the large oval escape hatch that was added later.



Port main landing gear.



Port main landing gear shows the two anchor stations. This detail is the same for both sides.



A view of how the main landing gear support struts are attached to the lower fuselage.



Close up view of the top of the port main gear strut clearly showing the double anchor station



Front rotor head.



View of the end of the fuselage. This shows the two different sized access ports located below the horizontal tail.



General view of the prominent tail of the H-21. Note the round access ports (missing from the Italeri kit) and the small support strut.



Aft rotor head



The large screen section on the upper fuselage is a cooling vent for the engine that is located below and slightly aft of it. Located inside the opening is the drive shaft that connects both rotor assemblies



Main entry door that is located on the port side. Note the rail type guides both top and bottom.



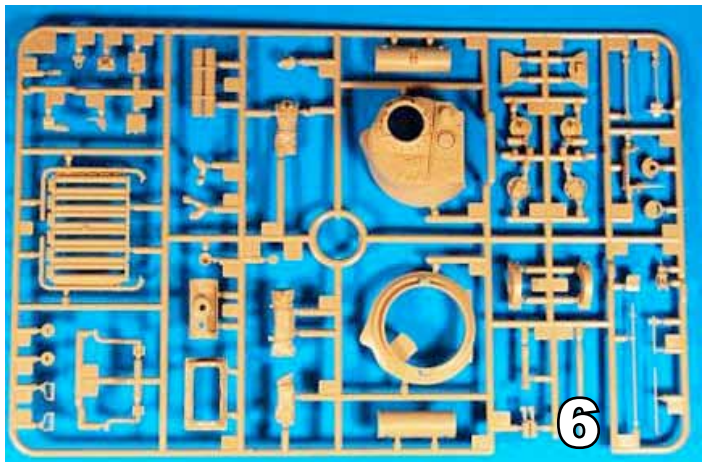
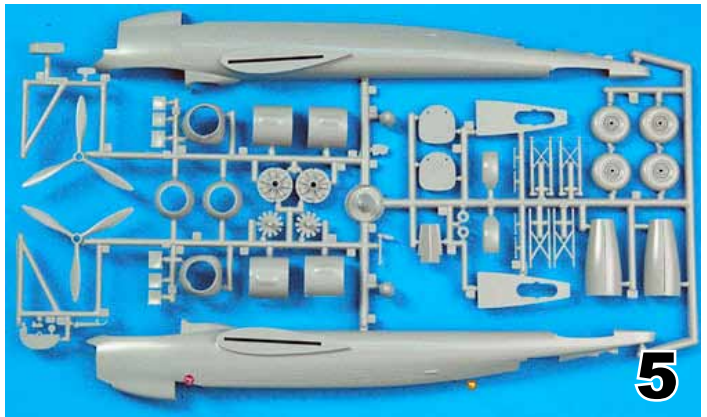
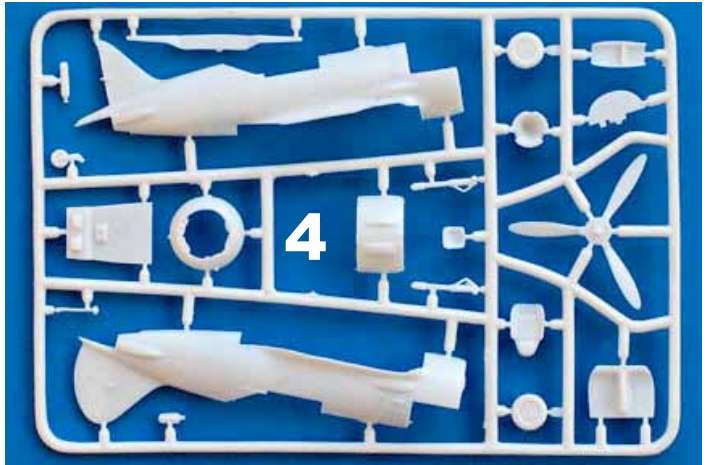
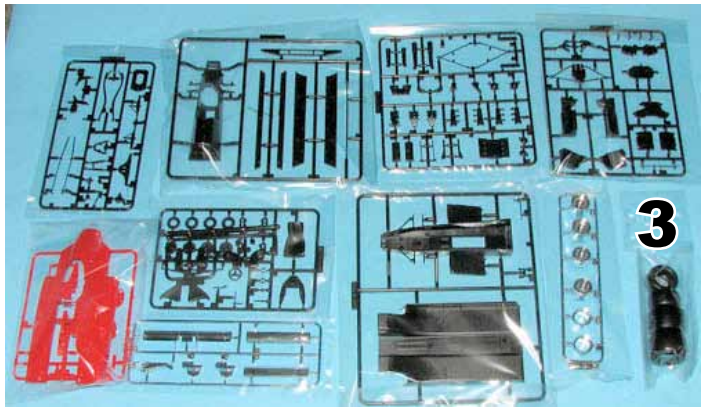
Close up view of the port door lower guide rails.



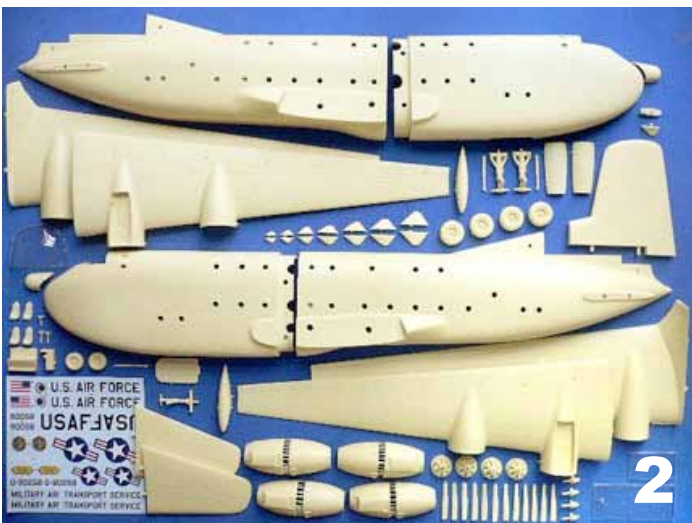
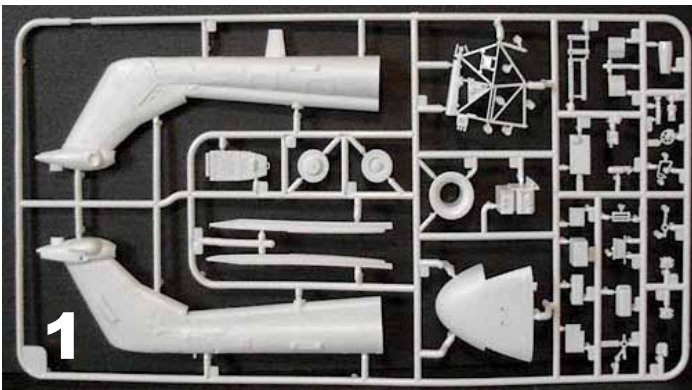
This airframe was photographed at Hope BC. Though a derelict, it shows well the location, size and configuration of the escape hatch that was added during service.  
*Gary Fairfull Collection.*

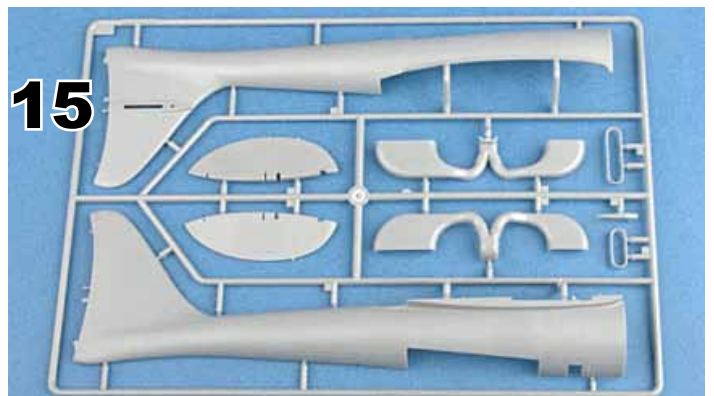
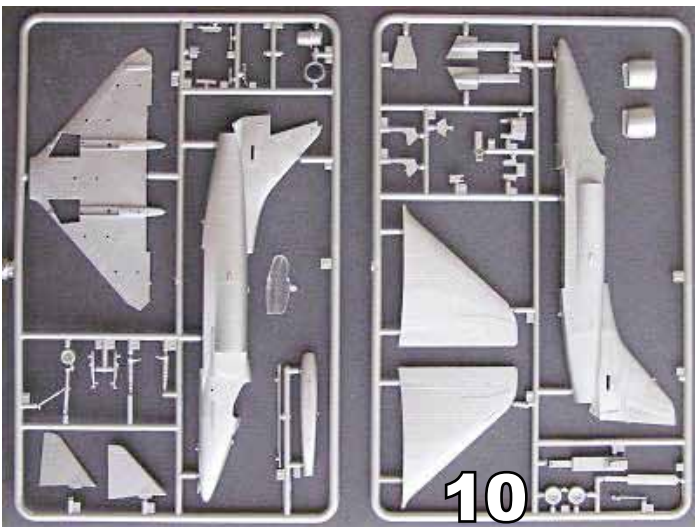
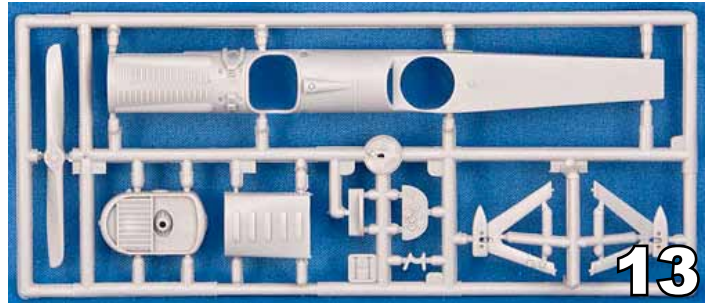
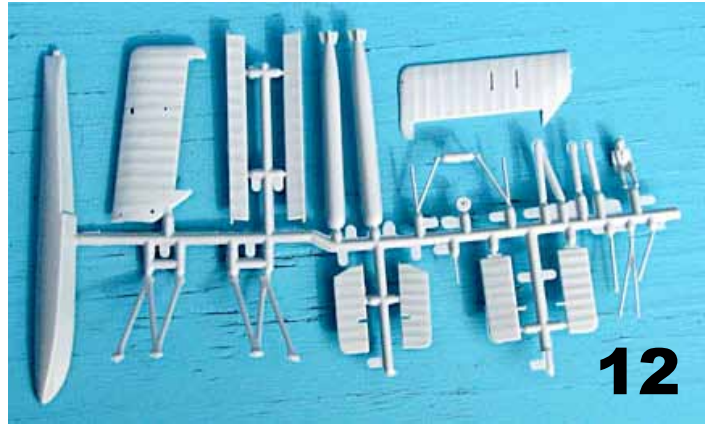
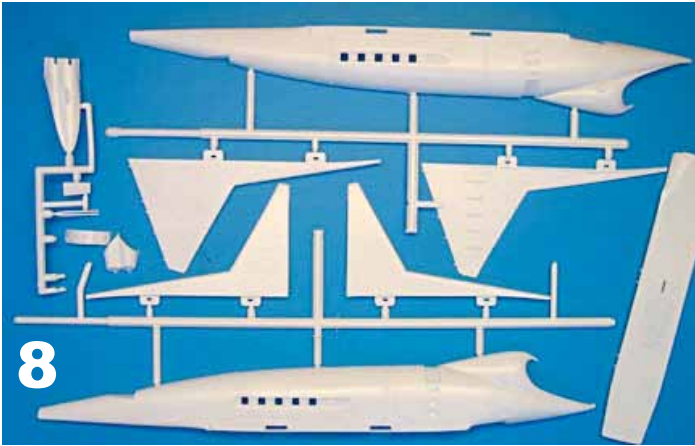
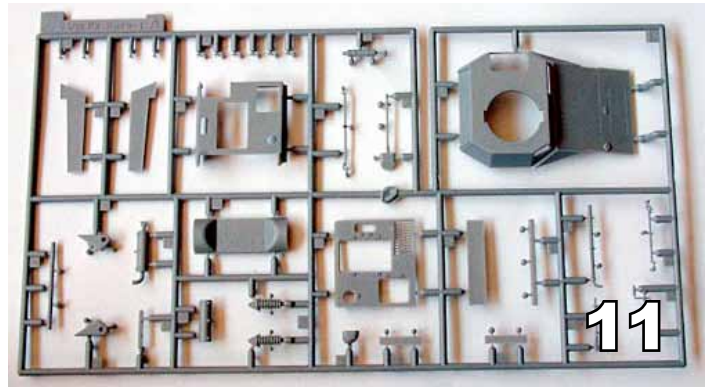
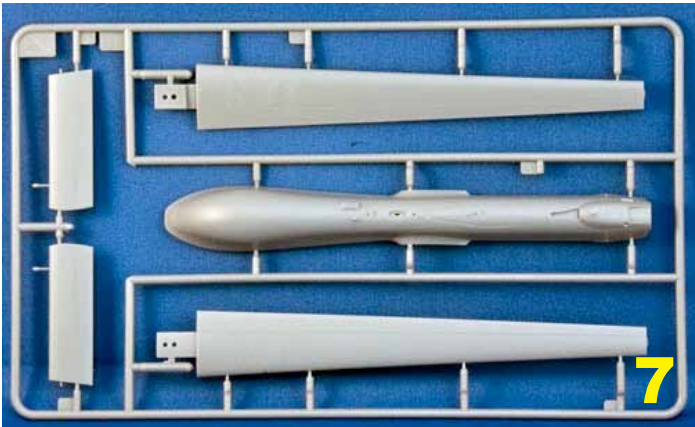
# ? MODEL KIT ? ID QUIZ!

So you think you know model kits? Here's another IPMS Canada *beaverTales* quiz to prove it! Here are a number of pictures of kit parts. Just tell us what the kit is – the manufacturer, the scale, and the subject. As an example: A – Airfix 1/72 Spitfire Ia. Send your emails to [contest@ipmscanada.com](mailto:contest@ipmscanada.com). The three highest scores, or first received, if there are ties, will *win some nice prizes*.



Example A





## Modelling Canada's first 'modern' fighter

# the **SISKIN III**

by **Bevan Lindsay**

IPMS # 3135, London, Ontario

In 1927, after winter testing the aircraft, Canada acquired 10 Armstrong Whitworth Siskin IIIs. Besides being the first modern fighter for Canada, three of the Siskins became the basis of the first air demonstration team, "The Siskins", in 1930. It is one of these aircraft that I attempted to model.

### THE KIT

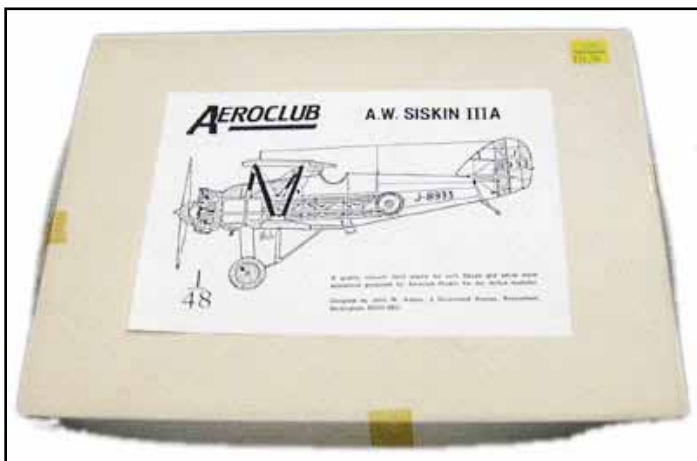
Some time ago I purchased an *Aeroclub* vacuum formed kit, now out of production. The kit consisted of 2 sheets of plastic, with various bits such as the engine, landing gear struts, exhaust pipes, wing struts made out of white metal. RAF decals were included, along with a 3 view diagram, and printed instructions, with no exploded view.

This was only my second experience with building a vacuum formed kit and mistakes were made, and difficulties encountered.

Once I had the build well underway I was able to purchase a set of RCAF decals from [www.CANMILAIR.com](http://www.CANMILAIR.com). This set included diagrams and pictures of the RCAF *Siskins*.

### THE COCKPIT

The top deck, front top part of the fuselage has a circular area to be removed for the pilot's seat and controls. The kit provides a white metal seat, instrument panel, machine guns and control stick, along with a piece of plastic for the floor. I was able to locate a



*The long out of production 1/48 scale Aeroclub vacuform kit.*



*"The Siskins", in their three-aircraft formation*

set of 1/48 rudder pedals from my spares box. The gun channels have to be drilled out some more and the barrel ends opened.

I used plastic scrap to built up the height of the floor and a box for the seat to sit on. Seat, control stick and pedals were glued to the floor. The seat was painted leather, the floor and cockpit walls painted interior green, the instrument panel and control stick semi gloss black. I searched my left over decals for a few instruments, and also found a seat belt decal. These were added, and coated with gloss coat and dull coat respectively.

The machine guns were installed through the gun ports, relationship to the instrument panel double checked, then glued in place. The instrument panel was test fitted, trimmed to fit, and installed.

The gun sight can be built up from two scratch built triangle supports, and the supplied sight tube, and glued in place.



It would also be wise to deepen the notches in the top third of the fuselage for the cabane struts.

### THE FUSELAGE

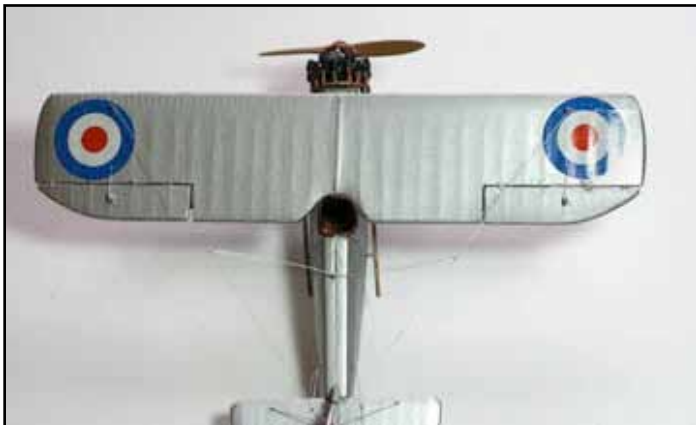
The article, "Nell Bomber in 1/48", by Jim Knight, which appeared in the summer edition 2011, vol. 33, no. 3, issue of *RANDOM THOUGHTS*, showed

a good method for cutting out vacuformed plastic, leaving a 1mm margin around the outside of the parts being removed. By using coarse, medium, and fine, sheets of sandpaper, I was able to sand this flange away get a smooth, even edge, but it left no margin of error when gluing the halves together.

If you are going to rig your model, it is wise to drill 3 small holes on each side at the rear of the fuselage for the rudder and elevator control cables, and glue 6 short lengths fishing leader line in place for the cables themselves. The rest of the fuselage was glued together, the cockpit floor installed, and the top front third of the fuselage added. Filling and sanding was done after the fuselage dried.

### WINGS, RUDDER and ELEVATOR.

I used a pair of Cutco scissors to remove the wing and tail plane pieces. Again I trimmed too close, but after sanding managed a satisfactory fit. The recessed lines for flaps and tail pieces are shallow so you may want to deepen them by scoring, or remove them altogether, and reattach in your chosen position. Wings, elevator, and rudder were then assembled, filled and sanded. I reattached the flaps, elevator, and rudder using extra thick glue. This is expedient, but means that when handling the assembly later, be careful as they may break off at inopportune times, such as after the control cables have been attached.



### HOLE DRILLING

If you chose to rig your Siskin, now is the time to use your drill again. I used a #72 (.0250) for the holes that had one line passing through, ie., on the wings, rudder, elevator, the cabane and wing struts, as well as the landing gear. The antennae attachment points for the radio wires, require a larger hole. Study the aircraft diagrams so you can locate the spots where the holes need to go. Wings, flaps and rudder also require appropriate hole to be drilled.



### CABANE & WING STRUTS, AND ASSEMBLY

The lower wing is a simple glue job, but attaching the upper wing and struts required some thought.

I raided our recycling bin for a small, narrow box, and from the front diagram of the aircraft determined the proper angle for the wing struts to angle outwards, cut the box to this angle, fitted a thin strip of cardboard to fill the gap, then made a second, mirror image, jig for the opposite side. Fortunately, the wing struts are cast as a flat bottomed V which simplifies installation. From the front diagram, determine how far in on the lower wing the strut is located, tape the jigs in place, glue the wing strut in place, and repeat for the other side.

I didn't have a jig for fastening the upper wing, so I inverted the aircraft, laid the upper wing on my work



table, carefully placed the lower wing and fuselage in the proper position, supported the tail plane at the right height, and carefully glued the struts to the upper wing. Then I left the assembly to dry completely. Once dry I glued first the front cabane struts in place, then the rear pair.

While the aircraft was still inverted, I attached the three pieces of the landing gear, left and right struts, and axle to the lower fuselage and wing. Remember to drill out appropriate holes if you are still determined to rig your crate.



After thorough drying, I plugged the cockpit opening and spray painted the entire aircraft Tamiya silver. Remember to do the wings, top and bottom..Once this was done I painted the front of the fuselage anti-glare green, using a mix of Testors Acrylic dark and pale green. The machine guns were painted gun-metal, the cockpit unplugged, and the trim around the opening painted leather. I finished by painting the struts black.



## RIGGING

Study the rigging diagrams first. I used 8 lb leader line. When rigging a biplane I try to use as few pieces of leader line as possible. I always anchor one end first and let dry before threading through the opposite hole, and gluing in place while holding the line tight with a clamp.

It is necessary to apply the upper wing insignia decals, and rudder decals in place, and protect with a coat of clear coat.

Before doing the controls for the ailerons, rudder and elevators you will need to cut, and affix 8 small V-shaped pieces of scrap to the upper ailerons, upper and lower elevators, and left and right side of the lower rudder. These are the control horns. If you haven't already done so, you'll have to drill holes in the main body of the wing, tail plane, and fuselage in front of where you glued the control horns. The control cables exit these holes and attach to the control horns. An additional four holes will be needed in the tail plane rudder and rear fuselage for the bracing wire of the tail plane and rudder. After thoroughly drying, it is safe to remove all unnecessary lengths of leader line, and paint all lines and tabs the overall silver of the aircraft.

Leave completing the antennae until the Siskin is about to be completed.

## ENGINE and EXHAUST

The engine is open so it is important to proceed slowly, and apply what details you are comfortable with.



*Ground crew services one of the team aircraft.*

The website "<http://aerobaticsteams.net/rcaf-siskins.net>" A more advanced diagram exists at "<http://s362974870.onlinehome.us/forums/air/index.php?showtopic=113564> (AW Siskin Profile-ARC Discussion Forums).

The kit has a cast white metal engine, plus two soft metal rods, a shaped front cover, metal propeller, thin plastic rod and hollow plastic tube.

My first task was to sort out parts. The engine was simple, the thinnest rod used to form push rods, the front plate a timing cover for the push rods. However, were the metal tubes exhaust pipes or the exhaust ring? Was the hollow plastic tube to form an exhaust ring, the exhaust pipes, or exhaust pipes from engine block to ring?

At the first attempt to shape the hollow plastic rod into a circle it crimped. The first attempt to bend a metal rod resulted in a break, the third attempt, done very slowly, using the engine block as a form resulted in success – a circular exhaust pipe!

The second challenge was the push rods. As there are a fore and aft ring of cylinders, the thinnest sprue is cut into two different lengths. Start with the rear row, measure precisely, cut, and install from block to rocker arms. After drying, measure the length of the front push rods, and glue in place.. The front half of the engine can be painted black including the cylinder heads.



*Bevan's finished Siskin, along with a modern friend.*

Super detailers may wish to install 28 pieces of fine wire to represent the spark plug leads. If it isn't done now, the rear area gets too crowded to do this later.

I used electric wire insulation to represent the intake pipes. Again two different lengths are needed for the front and rear cylinders. I glued the coating to the opposite side of the cylinder from the exhaust pipe and to the engine block ring. Be consistent, either left or right side of the cylinder head. When painted black they are nearly invisible later.

If you didn't form the exhaust ring earlier, now is time to do it slowly and carefully. Tape the engine block and exhaust ring in place on the fuselage, to measure the length of the short exhaust pipes which lead from cylinder and exhaust ring. Two lengths are needed for the front row of cylinders, and the rear row of cylinders. If you painted earlier make sure the outlets are cleaned off. Glue the short lengths to each rear cylinders, and the longer length to the front cylinder. Be consistent. Stick with the left or right port. I found that the exhaust ring could be bent to fit the lower front and lower inner exhaust port.

I painted the rear of the engine black including air intakes, and the exhaust ring a mixture of Testors Acrylic Brass and Rust mixed approximately 50-50.

### ENGINE to FUSELAGE

If you measured accurately you should be able to glue the engine block to the front of the aircraft. If you didn't, cut a circular spacer from scrap, glue to fuselage, paint it black, and then glue engine in place. Tape securely so it doesn't fall off..

### EXHAUST TUBES

Early pictures show one exhaust pipe on each side running from the exhaust ring to well aft of the cockpit. Canadian experience show that they later rusted off or were cut off. As I sacrificed the two metal rods to the exhaust ring I was left the hollow rod in the kit to measure, cut to length, drill in three places to attach to aircraft body, attach to aircraft, and then paint to match the exhaust ring. If you model a late Siskin this may be omitted.

### ANCILLARY EQUIPMENT

The kit now requires some small details to be added. There appear to be three electrical generators to attach to the wings,( metal body and prop included), an oil cooler to install below and behind the engine (metal part provided), a two step ladder to be made out of plastic rod and installed, and finally the metal prop to be glued in place. The generators were painted silver, and the oil cooler black.

The prop on Canadian Siskins appear to be solid dark tan in colour with the central plate in brass. I finished applying the rest of the decals at this point.

### ANTENNAE

The kit provides three short stubs of metal to use as the attachment points of the radio antennae. I drilled three holes to glue these bases to, as well as a hole in the upper forward rudder. The antennae themselves were added using leader line.

### FINISHING UP

I left adding the wheels to last as I have broken off wheels when applying pressure at other assembly points.. Hubs were painted silver and the tires flat black. I also added the tail skid at this time. The entire model was spray painted Tamiya clear coat, and the anti glare area in front of the cockpit brush painted with Testors acrylic flat coat.

I don't think this is the best model of a Siskin ever done, however I did feel a sense of achievement in overcoming several problem areas.



*Though out of production, the 1/72 scale Matchbox Siskin can still be found.*



*The Siskin is also available in 1/32 scale in the form of this resin Silver Wings kit.*

# A LONG TIME AGO IN A GALAXY FAR FAR AWAY

There were only about six or eight 1/76 scale AFV kits available – all from Airfix. The JS III ‘Stalin Tank’ was a travesty, and most of the others had noticeable errors or inaccuracies. It was an era of corrections, modifications, conversions, and if you wanted something a little different, scratch building.

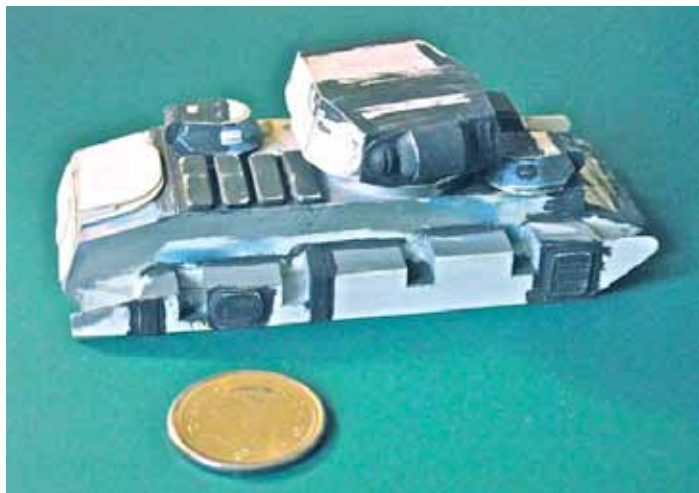
Recently I was in my basement excavating old books and magazines, when I found a little box I hadn’t seen in many years! It contained the unfinished remains of a scratch-built 1/76 scale Rheinmetall Neu-bauFahrzeug VI that I had started building around 1968 or 1969! If there’s ever a contest for oldest unfinished scratch-built model, I think I’ve got a shot!



I took some photos (posed with a dime for size comparison), and just thought you might like to see some modelling ‘old school’ style. It’s built from sheet plastic (20, 30, and 40 thou). The grey is Testor’s ‘Hot Rod Primer’ that I brushed on various areas during construction to check for filler and surface imperfections. The two tiny bits are running gear arms in an early stage of construction. I had prototyped a couple wheels (now gone) using plastic discs and rings of several diameters and thickness. Today you’d make one and cast the rest from resin. That technol-



The real deal... a Rheinmetall NbFz



ogy wasn’t around yet, so I had a lot of wheel making ahead of me! I do remember I enjoyed working on this project. I can’t remember why I shelved it. Probably because I started moving around from address to address and it just never got unpacked.

Bob Migliardi

## STILL WANTED...

Material for *beaveRTales*. Some members feel that they don’t have the skills to write and illustrate articles for **RT** (though the editorial staff is always eager to help new contributors). But everyone has *something* that *beaveRTales* readers would find interesting! Send in your hints-n-tips, photos of chapter meetings or events, reviews of new kits and modelling items, reports of shows you’ve been to, those smaller modelling articles (we’ll keep the big ones for **RT**), and anything else you think the members might like to see. Did you try a new modelling technique? Send it in! What are you working on? Let’s see **your** unfinished scratch-built! Send in some photos of your workbench! Do you have any ideas about what we might include in *beaveRTales*? Let us know. Send stuff to [box626@ipmscanada.com](mailto:box626@ipmscanada.com). If **RT** is about our models, *beaveRTales* is about us!

## It seemed like a good idea at the time...

A while ago we proposed the idea of an annual National Online Model Contest. As it would be a lot of work, we asked if any members would be willing to help with the organizing and running of it. Unfortunately, while a few members emailed that they liked the idea, none actually offered to help. Therefore the contest will not take place... at least at this time. We may propose it again some time in the future and see if any members are willing to step up to the plate.

### *The copters are coming!*

IPMS UK has announced that the UK's only flying UH-1 Huey will be joined by another Vietnam veteran helicopter the OH6-A Loach at this year's Scale ModelWorld, Nov. 9 & 10 in Telford.

Huey 509 served with the 129th Assault Helicopter Company in 1972, with 559 combat hours flown. It's finished in the markings it wore during this period.

The Hughes OH-6A served with the 20th Transport Company and led an interesting life including being

shot down and recovered while under fire. It's also painted in the colour scheme it wore in Vietnam.



### *And 2014 is coming!*

2014 will mark the 50th anniversary of IPMS Canada, and we've started thinking about a good way to commemorate this landmark event. One suggestion has been a free special decal sheet for all members, perhaps covering aircraft, vehicles, etc that were in service in 1964. What do you think of this idea? Or do you have any other suggestions that we could put to the members for consideration? Email us at [box626@ipmscanada.com](mailto:box626@ipmscanada.com), or visit the IPMS Canada forum via the website and give us your ideas.

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## Friends of IPMS Canada

The following museums are helping to promote and publicize IPMS Canada. For more information on what they have to offer, please visit their websites. And do visit them if you're in the area.

**Comox Air Force Museum**

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

# Friends of IPMS Canada

These museums are helping to promote and publicize IPMS Canada. For more information on what they have to offer, please visit their websites. And do visit them if you're in the area. Let's support organizations that support IPMS Canada.



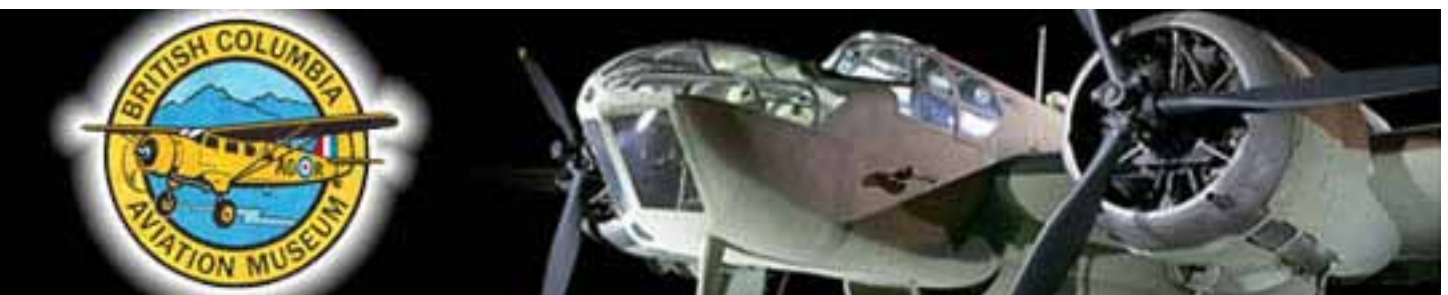
The Greenwood Military Aviation Museum, CFB Greenwood, NS – [www.gmam.ca](http://www.gmam.ca)



The North Atlantic Aviation Museum, 135 Trans Canada Highway, Gander, NL  
[www.northatlanticaviationmuseum.com](http://www.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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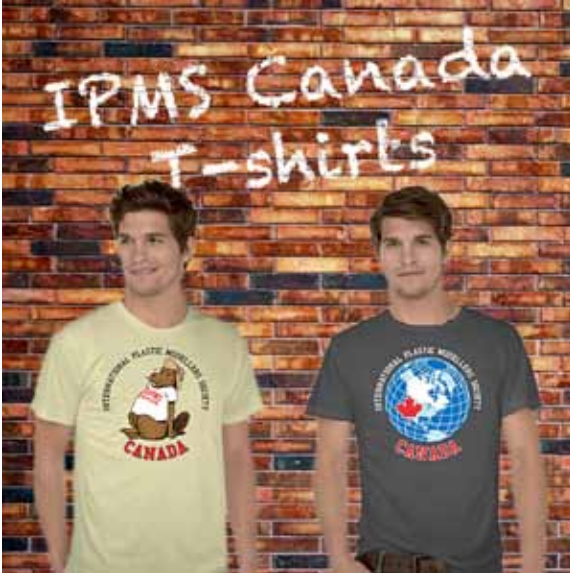




# Canadian "What if"

This is different, but should be lots of fun!. It's a **Canadian "What if"** contest run by our friends at *Modeling Madness*. Here's a chance to let your imagination run wild and build that RCAF Phantom or an Avro Arrow in camouflage. To see how it all works, go to:

<http://modelingmadness.com/contests/cw/cwindex.htm>



## Warmer weather is here!

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