



Occasionally there is a bit of confusion when a new member joins IPMS Canada... or joins an IPMS Canada Local Chapter. Some seem to think that in joining IPMS Canada they are also joining their Local Chapter. Some who join their Local Chapter seem to think that they are also joining IPMS Canada, only to be disappointed when they don't receive a membership card or any **RTs** or *beaveRTales*. If you are a newly-joined member let me emphasize that by joining one (IPMS Canada or a Local Chapter) you are **not** automatically joining the other.



Now, if you have recently become a member of IPMS Canada, we thank you and welcome you, and hope you enjoy the various benefits that your membership provides. We also encourage you to seek out a Local Chapter near you – nothing beats meeting and socializing with others who share a common interest in our hobby. On the IPMS Canada website you'll find a list of Local Chapters. There you can find out about their meeting times and venues, as well as who you can contact for further information.

And... as you talk to Local Chapter members who may not be members of IPMS Canada, please explain that if they haven't *joined* IPMS Canada they are not a *member* of IPMS Canada, and that is why they are not receiving an **RT**, or free decals, or whatever, like you did. Support IPMS Canada – support your Local Chapter.

— NEW RT/BT SCHEDULE —

Our **RT** editor, the inestimable Steve Sauvé, has recently adjusted the magazine's production and mailing schedule. This was done to synchronize the issues with the calendar year. **RTs** will now (hopefully) be mailed 15 September; 1 December; 1 March; and 1 June. As *beaveRTales* is intended to reach you between **RT** issues you should be seeing them in your email box around the middle of each interval.

MONEY MATTERS (for US members only)

Attention IPMS Canada members in the US... how much are you paying for your membership? Yes, that's right... IPMS Canada membership for members in the states is \$45.00 a year.

BUT...

That's 45 dollars **Canadian** a year!

Those who join or renew via our website will have no problems, as the PayPal payment page is set to use Canadian dollars. What does all this mean? Well, at present the US dollar is worth about 1.25 Canadian dollars (it varies every day). So in paying CDN\$45 via the website, you are really paying only about US\$36.00 or so... a real bargain! When you do join or renew via the website, just make sure you select your proper location from the pull-down menu. It goes without saying that renewing via the website is quick, easy, *secure*, and paperless – no need to write or mail cheques (checks), buy postage, or get money orders in Canadian currency from the bank. It's all automatic, and it works! You don't need to have a PayPal account, either, as you can just pay using a credit card.





In the Nov. 2012 *beaveRTales* we posed the following question:

“What do you think about an annual national online model contest?”

The response at the time was somewhat less than underwhelming. So much so, in fact, that we let the whole matter drop. Perhaps the time was not yet ripe for such an undertaking. A lot has happened since then – membership has grown, **BT** is reaching most members, we have our Facebook page up and running. Maybe it’s time to revisit the proposal. A brief review of what we were considering three years ago:

Rather than modellers travelling to a particular venue to enter their models in a contest, they would send in photos of their entries. Thus an ‘online’ contest would not be like the chapter or convention contests we are all familiar with, complete with eagle-eyed judges peering into all the models’ dark recesses with flashlights and dental mirrors. It would be judged solely by what is visible in the photos, and thus would be very subjective. Still... it would enable us to do something in which members around the world could participate. And it might prove to be lots of fun as well!



Several things to consider: What categories should be established? Without knowing how many entries there would be, we’d probably want to keep it very simple at the outset. Maybe just major categories such as Aircraft, Military Vehicles, Ships, Cars/Trucks, and Other. Should ‘Aircraft’ be divided by scales, and maybe into into propeller and jet? Maybe a category for civil aircraft? The AFV category breakdown would be a bit simpler. What about ships? Would a single Car/Truck category need further breakdown? ‘Other’ could encompass sci-fi models,

Luftwaffe 1946 models, trains, or whatever. Personally I feel we should we keep the number of categories to a minimum at the outset – just the five proposed above.

How many photos of each model could an entrant send in? A maximum of 4 photos has been suggested. With that you could show both sides and two other shots (could be detail shots, cockpit, engine, etc.)

While a small entry fee would help defray the costs incurred (possible extra server storage, awards, prizes, etc.), it would be a logistics and bookkeeping headache. The alternative would be no entry fee, but limit the number of entries per member to a certain number... maybe two or three maximum.

If it is a true virtual model contest, maybe it should be judged rather than be a popularity contest. Who would judge... perhaps a group of well-known modellers from all over the country? Or would you prefer that members vote to judge? With numerous categories, member voting would require that we develop a simple system to receive, record, and tabulate all the votes. At the start, the contest would be open only to IPMS Canada members... and hopefully we’d have some really nice prizes!

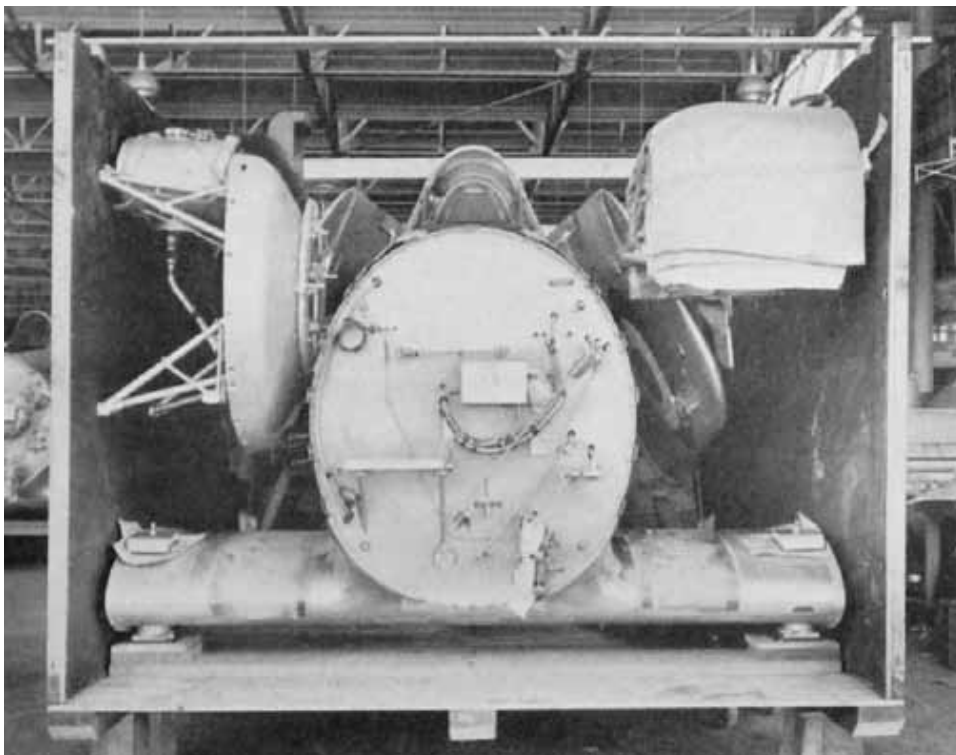
And it goes without saying... All there is to judge a model by would be photos, which may or may not show a great model at its best. We all would have to realize that the model is only one part of the equation, and not winning does not mean that the model wasn’t a superior one. Another model may have just looked better on screen. This is supposed to be fun! Accept it with no ruffled feathers if you don’t win.

There are lots of other things to consider, and this whole thing may or may not prove to be feasible. But maybe this will get the discussion started. If there doesn’t seem to be much interest in the idea we’ll just let it die. But if there is enough interest shown from the membership we can start discussing further details and really try to set up a practical way of doing this. What do you think? **Email** us and have your say.



Franco-Canadian Yales

In 1939-40 230 North American NA-64s were built for the French Air Force and French Naval Air Arm. Only 111 of them had been delivered before the Battle of France, and surrender to the Germans.



An NA-64 crated and awaiting delivery to France

A small number of them escaped the Germans and were used by the Vichy French Air Force, and the rest were taken over and used by the Luftwaffe... at least while the supply of spares and parts lasted.

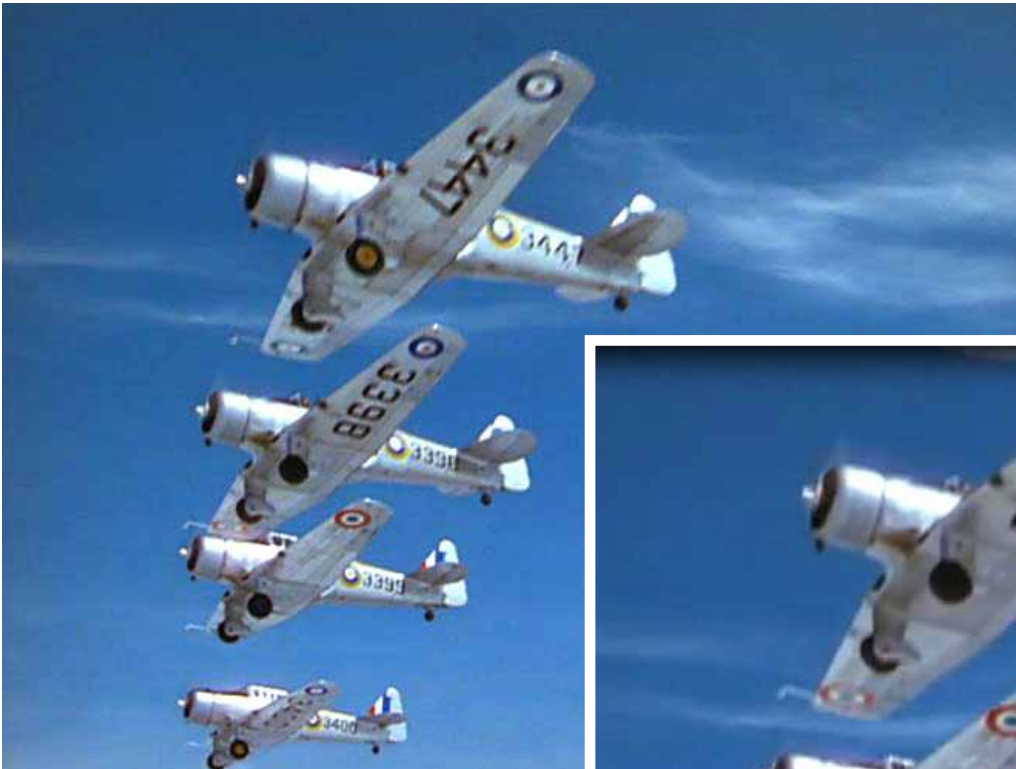
As the rest of the NA-64s had been in California awaiting shipment, North American asked the British Government if they were interested in acquiring them. They were, and so the aircraft were sent to Canada

to be used in the *British Commonwealth Air Training Plan*, where they were given the designation "Yale". By August 1940, Yales were flying with No.1 Service Flying Training School (SFTS) at Camp Borden, Ontario. Later three other SFTSs in Ontario received Yales. They were used in this role until October 1943, when they were withdrawn from pilot training. The Yales then went on to be utilized as wireless operator trainers. The aircraft were sent to all four RCAF Wireless schools and in this role, they continued on until the end of the war when they were retired.

As evidenced by the photos shown here, at least some of the aircraft transferred to Canada already had French markings applied. Apparently either during assembly or repairs, parts were taken from different aircraft, resulting in some RCAF Yales having French insignia on one (or maybe both?) wing. Why wouldn't these have been refinished with full RCAF markings? After all, the rest of the machines obviously had the correct roundels and fin flashes applied, so why not replace these as well? Perhaps the wings were replacement parts pulled out of crates and attached to the airframe in a rush without any consideration for their markings?



One of the confiscated shipment of Yales used by the Luftwaffe



(Left) RCAF Yales in formation, including a couple “Franco-Canadian” aircraft.

(Below) Enlarged view of the aircraft at left. Note they carry both French and RCAF roundels underwing.



Note: While in colour, these photos are certainly not of the best quality. This is because they are actually frames taken from the 1942 movie, “Captains of the Clouds”. However, they are probably the best source showing these markings anomalies.



(Above) The same formation photographed from above.



(Left) An enlargement of some of the aircraft. Again, note the mixture of French and RCAF wing roundels.



Probably the best image of an RCAF Yale wearing French markings on one of its wings. A flock of Fleet Finches in the background. This is another frame taken from the film.

If you would like to build one of these unusually marked aircraft you're in luck... at least in 1/48 scale. Mike Belcher of Belcher Bits (www.belcherbits.com) has produced a kit. It consists of a complete Occidental Harvard kit with the addition of resin conversion parts. The only thing you'll have to supply will be some of the markings, and these should be easy to find in other kits or the decal aftermarket.

Unfortunately there doesn't seem to be anything similar for those who want a 1/72 scale Yale. Perhaps one of our members will come up with something and let us know.



The resin components of the Belcher Bits Yale kit.



...that your IPMS Canada membership gets you into national IPMS contests and conventions everywhere? With it you'll be able to enter your models in IPMS Kazakhstan's nationals. (If that's *really* what you want to do!) We mention this because

we've been told of several Canadian modellers joining IPMS/USA because they wanted to enter models in their national convention's contest. IPMS Canada membership would have allowed this as well. The same would apply if you ever travel to IPMS (UK)'s Scale Model World show. Spread the word... Another advantage of IPMS Canada membership.



CHAPTER PAPARAZZI

Chris Aleong of our **Edmonton Chapter** reports...

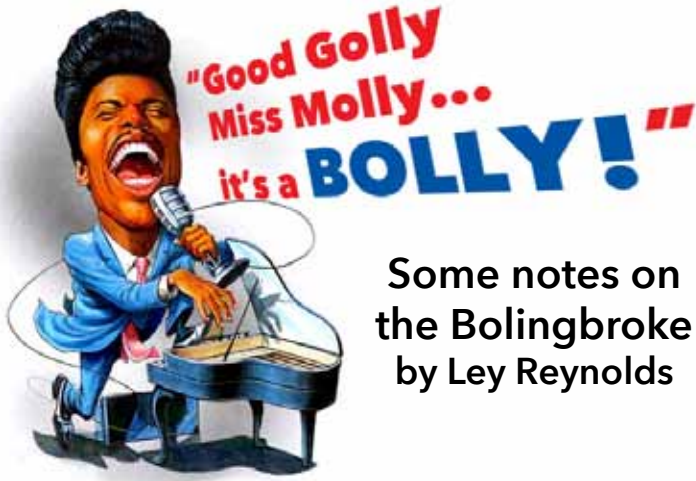
"Here are some pics of a club table we had at this year's *Wild Rose Antique show*. The organizers gave us the tables for free, so we took them up on it."



Yep... that's an IPMS Canada/IPMS Edmonton pop-up banner behind the table. Does your chapter have one? Contact IPMS Canada to see how we can help you get one at a very special price.



Note the inclusion of model kit boxes along with the finished models. Seems like an excellent way to show the general public what the models started out as, and what to look for in the shops.



Historical Notes

The Fairchild (Bristol) Bolingbroke is usually described as a Canadian licence-built Bristol Blenheim IV, when the reverse is closer to the truth. The Bolingbroke was developed from the Blenheim I in 1936 as a General Reconnaissance aircraft with increased fuel tankage, redesigned nose and four-man crew, with orders from the RAF for 139, RAAF for 40 and RCAF for 18. In late 1937 the RAF (and Bristol) lost interest in the type and focused on the Beaufort for the GR role, but the RCAF persevered and harassed Bristol to complete design/development of the Bolingbroke, with Fairchild commencing production in 1939. Meanwhile the RAF adopted the changes noted above, applied them to the Blenheim I and ordered the Blenheim IV as a day bomber.

Fairchild eventually manufactured 615 airframes, in the following Marks:

Bolingbroke I - Mercury VIII nine-cylinder engines and incorporating many components manufactured in the United Kingdom (18 in total),

Bolingbroke II - converted from a Mark I to incorporate many more Canadian components (basically the prototype for the Mark IV – 1 only),

Bolingbroke III - converted from a Mark I to be trialled as a floatplane (1 only),

Bolingbroke IV - Mercury XV nine-cylinder engines and manufactured completely in Canada, with extra fuel-tanks in the outer wings and redesigned instrument layout (579 in total),

Bolingbroke IVw - as the Mark IV but with P&W R-1830 Twin Wasp fourteen-cylinder engines (15 in total),

Bolingbroke IVc – as the Mark IV but with Wright R-1820 Cyclone engines (1 only)

The Bolingbroke differed visually from the Blenheim IV in several ways (see drawing next page):

- a circular window just forward of the turret on the starboard side (A),
- a metal panel in lieu of glazing below the canopy on the starboard side (B),
- cabin heater pipes at the rear of the exhausts (C),
- de-icer boots on wing, tailplane and fin leading edges (D),
- elliptical fairing on the nacelle for the revised oil system (E - starboard nacelle for the Mk IV, both nacelles for the Mk IVw),
- enlarged nacelle including a dinghy housing on the portside (F - Mk IV),
- revised cowls and extended nacelles (G - Mk IVw),
- enlarged undercarriage fairings to protect the leg-mounted hydraulic lines (H - Mk IVw).

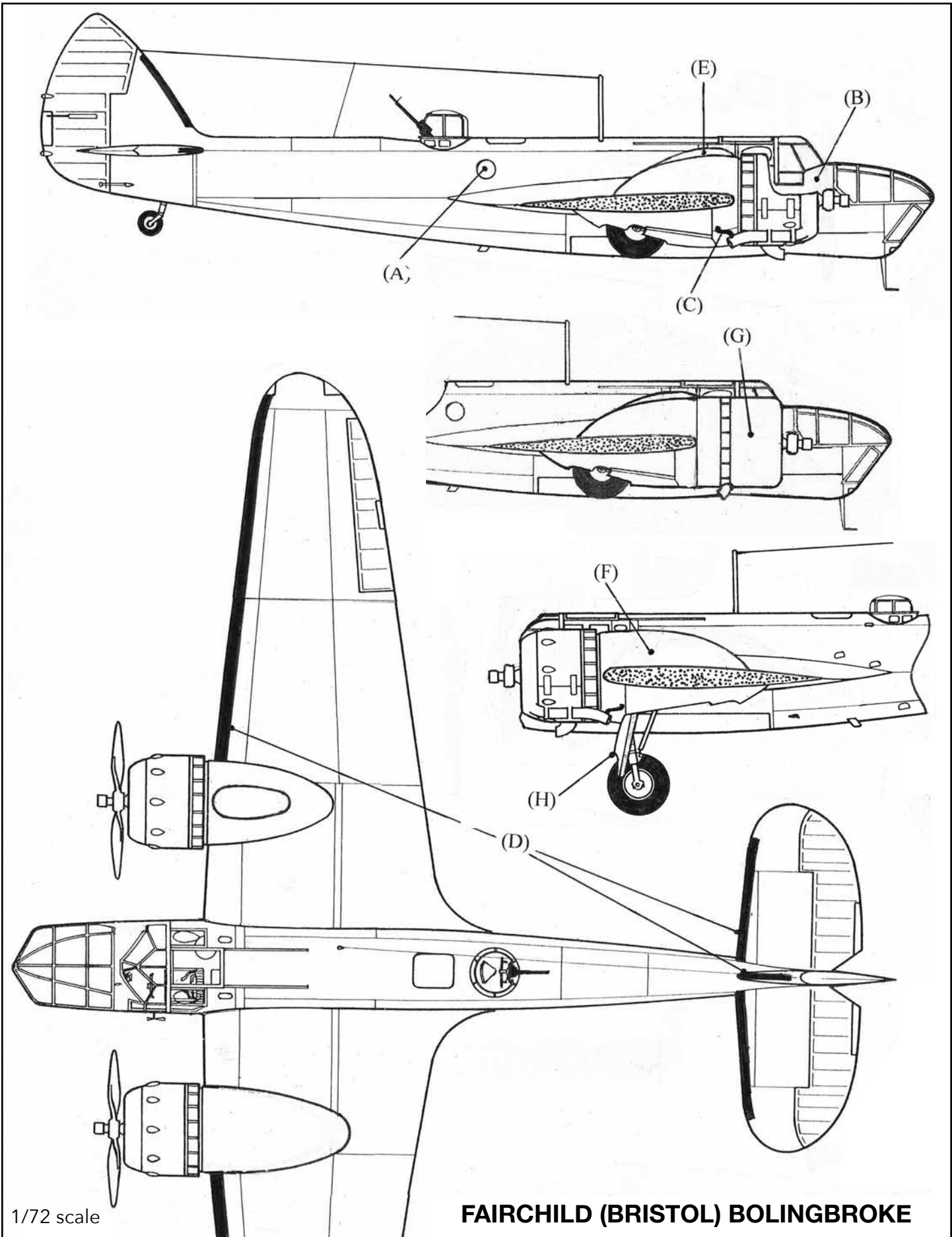
The Bristol Mk II mid-upper turret was armed with a single 0.303" Vickers K Gun on production machines but this was later modified to the Mk IIIA mounting twin 0.30" Brownings.

The accompanying 1/72 scale drawings show the changes which need to be made to either the recent Special Hobby kit, the forthcoming offering from Airfix or even the venerable 1960's Airfix Blenheim IV.

Addendum

As a result of discussions in cyberspace about the recent Blenheim kit from Airfix, a number of additional changes have been noted/suggested.

- 1 The Bolingbroke had a small outlet at the top of each nacelle with a cutout in the cooling gills - see accompanying photograph - which does not seem to be present on all Bolingbrokes however. It is allegedly an oil cooler vent. And is shown on the Aviagraphica cutaway drawing of the Blenheim IV.
- 2 It has also been shown that there are four extra intakes inside each cowl (purpose unknown) - see accompanying photograph.
- 3 The Bolingbroke had the radio gear mounted on the rear spar to starboard with a seat below instead of aft of the turret and the trailing aerial fairlead was also moved to starboard.
- 4 Aft of the turret there were flare chutes on both sides of the fuselage.



1/72 scale

FAIRCHILD (BRISTOL) BOLINGBROKE

5 The cockpit layout was completely revised and recent correspondence with several Canadian and US modellers and a couple of museums has resulted in the accompanying internal details becoming available, as well as photographs showing the two different nacelles.

(Next issue – some Bolingbroke interior photos)



Cowling details.



Cabin heater pipe at the rear of the exhaust.

Larger, more bulbous, port nacelle.



Raised blister fairing on starboard nacelle.



POLICE COUGARS AND GRIZZLIES



A selection of AVGP Cougars and Grizzlies as used by various Canadian police forces. Donated by DND, they were then “de-militarized” before entering police service. If any member can come up with just what needs to be done to modify a Cougar model to represent one of these, it would make an interesting **RT** article. Maybe these pictures will help inspire someone.



Above & left – A Grizzly of the Edmonton Police Service. It seems to have a battering ram attached to the front, which folds up when not in use.

A New Glasgow (Nova Scotia) Regional Police Force Cougar speeds through the rain and snow.



Nice left-side view of the New Glasgow vehicle.



On this shot of a Windsor (Ontario) Cougar you can see how the gun was removed.



Rear view of the Windsor vehicle, complete with “STUDENT DRIVER” sign!



A more heavily modified RCMP vehicle. Here the turret has been removed altogether.



by Gary Barling, C14

Ottawa Valley Plastic Modellers (IPMS Petawawa)

At one time I had close to 400 kits in my loft, most of them purchased over the years in fits of enthusiasm not matched by either skill or available time. Checking my birth certificate a few years ago, and then doing a bit of rudimentary math, it became very clear, very quickly, that I'd either have to build a kit every two weeks over the ensuing twenty years, or start to thin out the plastic holdings. And so I did, and I now have about fifty kits that I know that I'd like to build. Well...maybe not quite fifty. You see, there are two kits that I'll almost certainly not build. Actually three, but the third one we'll discuss later.

The two kits are of a Spitfire and a Me 109, and I can hear the incredulous moans already: "Whattya mean, not build a Spit or an Me?? Everyone builds Spits and Me's!!" Maybe so, but these won't be built, at least not by me. They're over half a century old, and they're complete examples of what I built when I started in the hobby, in the mid-1950's. The manufacturer was 'Aurora'. (Photo 1)

The way it was back then was simple: you wanted to build a model, you carved it out of balsa wood or you built a balsa framework from a kit and covered it with paper. You added fil-

lets of cardboard to replicate multiple-curved surfaces. It could, and usually did, take weeks. And then "the way it was" changed! You could buy these kits made up of plastic parts, and you'd buy a tube of cement. That's all you needed! You built them in an afternoon, or a day if you were slow. And the colours! Blue, red, grey, brown, black, yellow, candy-green...man, did they look cool on the dresser! Blue Spits, red Me's, brown P-38s, black FW 190s, yellow Zeros (See? There were yellow Zeros at Pearl Harbor: Aurora says so!), candy-green Mig-15s...they all graced my dresser and book-

case at one time or other.

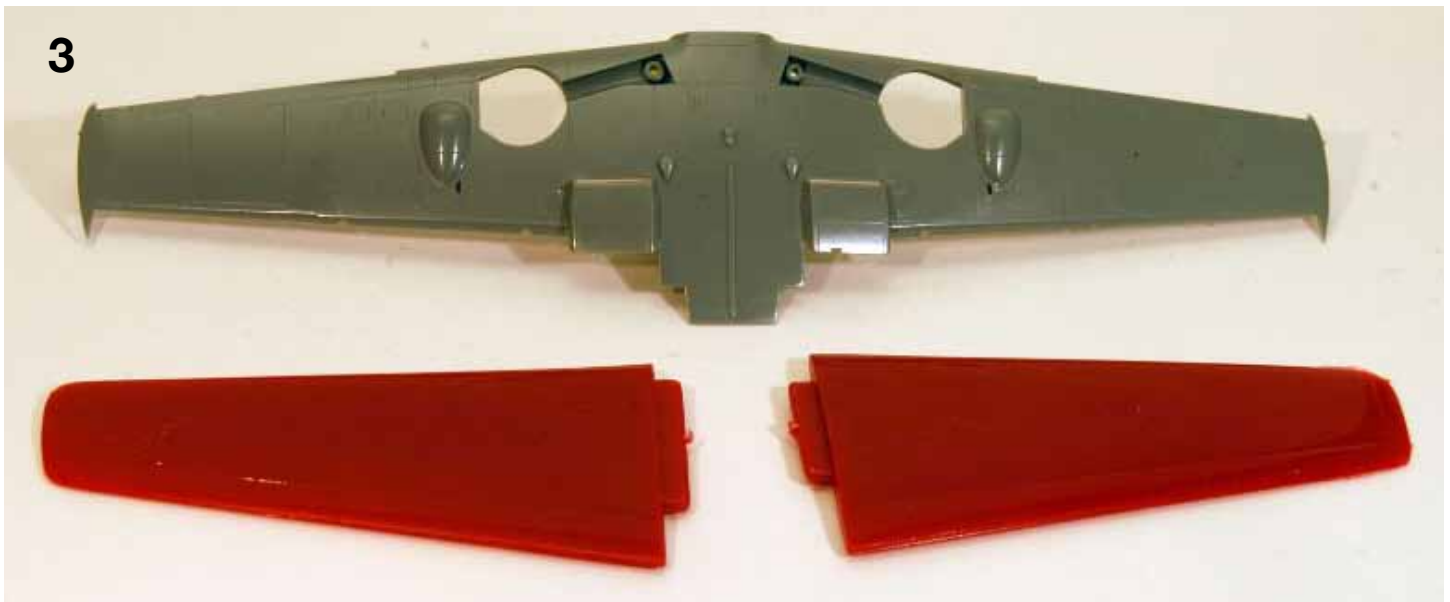
And simple? I guess! You didn't need to detail the cockpit, because it was covered over and sported a bump for the pilot's head. (Photo 2, with a Tamiya part for comparison) Wheel wells? Didn't exist, except for an engraved outline on the bottom of the wing (but you did get under-



1



2



carriage...after a fashion!) (Photo 3, along with a Hasegawa wing). I suppose that we could have cut them out somehow, but who knew how to do that? An airfoil shape? Not likely on that flat wing! Decals?

instructions! (Photo 5) My weekly allowance was \$1.25. An Aurora kit cost \$1.19 at the local sporting goods store. That's right: sporting goods store! Got the allowance on Saturday morning, had the kit in



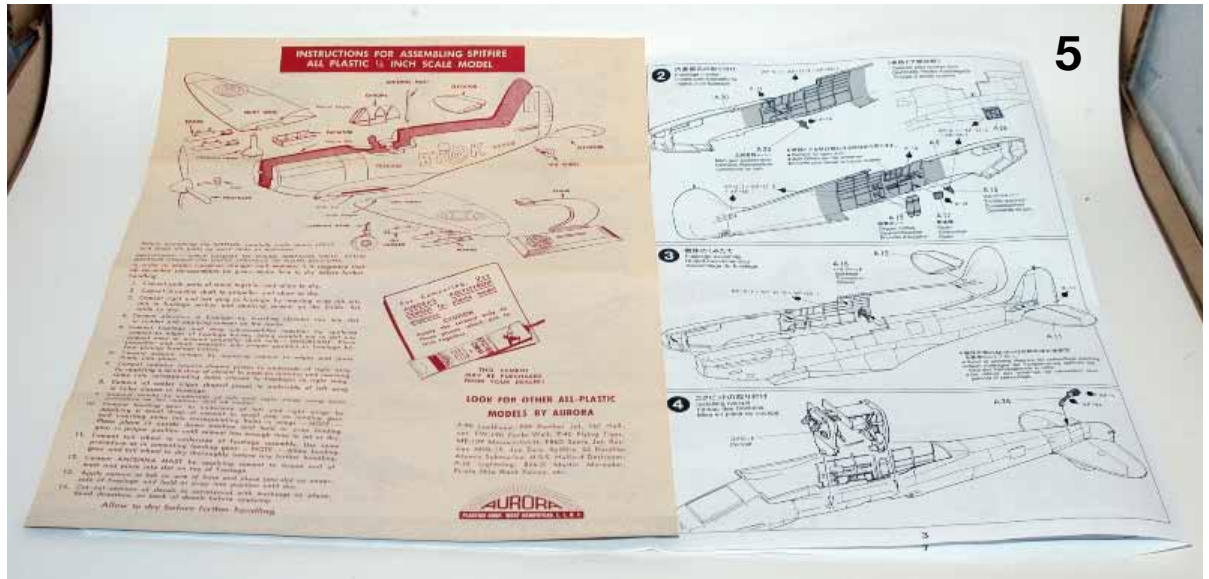
(Photo 4) Boy, the guys at Aurora sure took care of their customers! They engraved the markings right onto the model's surface, so you knew just where to put them! Paint? There was no paint for these kits then. The best we had was flying model dope: use that, and watch your model's surface melt! But the instructions: now, there was a challenge! They not only gave you an exploded diagram showing all of the parts, but they also included a unique way of explaining how to build the model. It was called "writing!" That's right: you had to be able to read the

hand by noon after a mad dash by bike to the store, and a new model sat on the dresser by sundown!

And that's pretty much the way it was for a ten year old kid who just happened to find a new hobby one Saturday afternoon in 1955. No specialized tools, or paints, or decals. The term "aftermarket" hadn't been invented, at least not the way we know it today. At the time, model kits were not much more than toys. And at the time, no one really recognized the potential. But, eventually, someone did, and the

ensuing years brought us to today, and just look at what we have now.

Oh, yes. Remember the “third kit” that I mentioned earlier? That’s the “special kit” for me. I got it on eBay some years ago for more than I expected to pay, but I really wanted it and I wasn’t going to lose it. It’s another Aurora kit (no surprise) but it means more to me than the Spit or the Me, or any of the other kits I built as a kid. This was the first kit I ever built, early spring of 1955. I wasn’t feeling well that Saturday, and my parents asked me if I wanted anything while they were out shopping. To this day I don’t know why I answered as I did, but I said,



5

“Could I get a model airplane to build?” A few hours later they were home, and they gave me a tube of cement and this box with a picture of a dark blue plane on it: an Aurora F6F Hellcat. (Photo 7) That’s the kit that started it all for me in this hobby. And that’s the way it was...



In case you haven't heard...

Our friends at Canuck Model Products have partnered with Modelcraft Inc. to bring to market a model kit of the CF-18A 'Battle of Britain' Air Demonstration Team Hornet.

The 2015 scheme recognizes the 75th anniversary of the RCAF's participation in the battle. The scheme features tail murals of Winston Churchill

and F/L GR McGregor, as well as an eye catching camouflage pattern. This is the 1:72 scale kit from Academy, and it includes Canuck's high quality water slide decals.

For further information and all enquiries contact Canuck Model Products via:
info@canuckmodels.com



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The Comox Air Force Museum, Bldg. 11, 19 Wing Comox, Lazo, BC – www.comoxairforcemuseum.ca

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



The North Atlantic Aviation Museum, 135 Trans Canada Highway, Gander, NL
www.northatlanticaviationmuseum.com



The Alberta Aviation Museum, 11410 Kingsway, Edmonton – www.albertaaviationmuseum.com



British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – www.bcam.net



Canadian Warplane Heritage Museum, 9280 Airport Rd. Mt. Hope, ON – www.warplane.com

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