



Going to the US Nats in Columbia?

If so, this man wants to see you! No... he isn't a banana-republic colonel who actually thought he was going to Colombia! He's Mark Heyendal, IPMS Canada's National Secretary & Consiglieri. He will be organizing the presentation of the IPMS Canada "Best Canadian Subject" award, and would like you to help with the selection. So when you see him – he'll probably be in mufti, wearing an IPMS Canada shirt – say hello and let him know you'd like to help. We especially need a few people who are familiar with Canadian armour. If you've never judged before, it will be an easy, gentle introduction into what it's all about. If you'd like to help pick the Best Canadian Subject, contact Mark now at box626@ipmscanada.com, and he'll provide additional info.



The **Rocky Mountain Model Club** (aka **IPMS Calgary**) has changed its meetings to the third Saturday of every month. They are held at the SAIT Art Smith Aero Centre of Training and Technology, 1916 McCall Landing NE (in the hangars in the

southeast corner of the Calgary International Airport). The hall doors open at 2:00 pm and meetings last for approximately two hours. Please take note. And if you are in the Calgary area and haven't attended before, why not drop in!

This Issue's Musical Selection

By now it just wouldn't be the same if we didn't include an aircraft-related song in *beaveRTales*. In this issue we present legendary bluesman Lightnin' Hopkins performing the song, "DC-7". (That was Douglas's last prop-driven airliner, before their DC-8 jet.) So, if you're ready for some old-school delta blues, just click on Lightnin's image.



Beer-carrying Spits...

PR Myth or the Real Deal?

Thanks to Martyn Cornell, who presented much of this material on his website, www.zythophile.co.uk



Normandy, 70 years ago, and one of the biggest concerns of the British troops who had made it over the channel, survived the landings and pushed out into the bocage against bitter German resistance is not the V1 flying bomb blitz threatening their families back home, nor the continued failure to capture the port of Cherbourg – but the lack of beer in the bridgehead. On 20 June 1944, two weeks after D-Day, Reuter's special correspondent with the Allied Forces in France wrote to newspapers in the UK that all that was available in the newly liberated bistros a few miles inland from the beaches was cider, "and it is pretty watery stuff..."

It would not be until July 12 when "real British beer" officially reached the battling troops in Normandy, and even then the quantity was enough only for one pint per man. But long before that, enterprising pilots in the RAF had been engaged in shipping beer into Northern France privately, using what the troops called "flying pubs".

Some of the first attempts to bring beer over the Channel after D-Day used the expendable drop tanks carried by aircraft such as the Spitfire and Typhoon. These seem to have been semi-official efforts: the Air Ministry actually distributed a photograph (shown at right) to newspapers showing a Spitfire of 332 (Norwegian) Squadron at Tangmere airfield in Sussex having its 45-gallon jettison tank being filled with beer

from two wooden casks supplied by the Chichester brewer Henty & Constable, while the pilot relaxed on the wing. That pilot was almost certainly Wing Commander Rolf Arne Borg, commanding officer of No. 132 Norwegian wing, though the aircraft does not seem to be Berg's, as his carried three rings in Norwegian red and blue on the spinner.

It was presumably 270 gallons of beer from Henty and Constable that was flown in drop tanks slung under three Spitfire Mk IXBs from Tangmere to an airfield at Bény-Sur-Mer in Normandy, some 110 miles south of England and three miles from the sea, on June 13 1944, D-Day plus seven – the first known landing of beer during the invasion. One of the pilots was Flight Lieutenant Lloyd Berryman of 412 Squadron, RCAF. The airstrip at Bény-Sur-Mer would not, in



fact, be finished officially for another two days when Berryman's boss, Wing Commander Keith Hudson, singled him out at a briefing at the wing's Tangmere base to deliver a "sizeable" beer consignment to the airstrip, known as B4. Berryman recalled:

"The instructions went something like this, 'Get a couple other pilots and arrange with the officers' mess to steam out the jet (jettison) tanks and load them up with beer. When we get over the beach-head drop out of formation and land on the strip. We're told the Nazis are fouling the drinking water, so it will be appreciated. There's no trouble finding the strip. The battleship *Rodney* is firing salvos on Caen and it's immediately below. We'll be flying over at 13,000' so the beer will be cold enough when you arrive.'

"I remember getting Murray Haver from Hamilton and a third pilot (whose name escapes me) to carry out the caper. In reflection it now seems like an appropriate Air Force gesture for which the erks (infantrymen) would be most appreciative. By the time I got down to 5,000 the welcoming from the *Rodney* was hardly inviting but sure enough there was the strip. Wheels down and in we go, three Spits with 90-gallon jet tanks fully loaded with cool beer.

"As I rolled to the end of the mesh runway it was hard to figure... there was absolutely no one in sight. What do we do now, I wondered... we can't just sit here and wait for someone to show up. What's with the communications? Finally I saw someone peering out at us from behind a tree and I waved frantically to get him out to the aircraft. Sure enough out bounds this army type and he climbs onto the wing with the welcome: 'What the hell are you doing here?' Whereupon he got a short, but nevertheless terse, version of the story.

"'Look,' he said, 'can you see that church steeple at the far end of the strip? Well it's loaded with German snipers and we've been all day trying to clear them out so you better drop your tanks and bugger off before it's too late.' In moments we were out of there, but such was the welcoming for the first Spitfire at our B4 airstrip in Normandy."

Later, in the 1950s back in Canada, by chance Berryman actually met the man who climbed onto his wing and told him to bugger off.

On 17 June 1944, four days after Berryman's landing, and 11 days after the invasion started, a Spitfire of 416 Squadron, RCAF flew over from England to

the newly built airfield at Bazenville, just three miles from Gold Beach, with a drop tank full of beer slung below its fuselage. The tank had been scoured out first with steam but, "tough luck... it still tasted of petrol," according to Dan Noonan, a Flight Commander with 416 Squadron.

The heftier Hawker Typhoon could carry even more beer. Pilots of the RAF's 123 Wing, flying Typhoons, and based from 19 July 1944 at Martragny, a few miles east of Bayeux, would run a "shufti-kite" across to Shoreham, 110 miles away, where a local brewery would fill two 90-gallon jettison tanks attached below each of the Typhoon's wings. Then the pilot would hurry back across the Channel and the RAF personnel at Martragny would drink it... quickly. There was one problem with transporting beer in jettison tanks. According to 123 Wing's commanding officer, the New Zealand-born RAF ace Group Captain Desmond Scott, on the trip back to Normandy the beer "took on rather a metallic taste, but the wing made short work of it." And the flight over the channel, at 15,000 feet or so, cooled the beer down nicely. The Typhoons' exploits were reported in *Time Magazine* on July 2 1944 under the headline "Flying Pubs":

A great thirst attacked British troops rushing emergency landing strips to completion in the dust of Normandy. Thinking of luckier comrades guzzling in country and town bistros, the runway builders began to grouse. They wanted beer. They got it. Rocket-firing Typhoons, before going on to shoot up Nazis, landed on the runways with auxiliary fuel tanks full of beer. Swarms of the thirsty gathered round with enamel mugs. The first tank-fulls tasted bad because of the tank linings. This was overcome by chemical treatment and later loads were delicious. Just like the corner pub at home.

Unfortunately, USAAF P-47s ended 123 Wing's beer runs. The Typhoon was easily mistaken by inexperienced American pilots for the German Fw 190, and according to Group Captain Scott, "our aerial brewer's dray was attacked by American Thunderbolts twice in one day, and was forced to jettison its beer tanks into the Channel ... beer cost us money, and these two encounters proved expensive." The Wing's draught beer flights came to a sudden halt, and Scott had to arrange for an old twin-engined Anson to fly in cases of Guinness: "The troops mixed it with champagne to produce black velvet. It was hardly a cockney's drink, but they appeared to like it," he wrote.



'Beer bombs', wooden kegs being fitted with streamlined 'nose cones' for transporting in bomb racks underneath Spitfires by members of 131 Fighter Wing, probably in August 1944 at Ford airfield in West Sussex.

Photo from Polish Wings 15 by Wojtek Matusiak.

According to Westerham villager Edward "Ted" Turner:

"I worked at a garage called Brittain's Engineering in Peckham in London making Bailey bridges for sending to France

The other method used was to attach casks to the bomb racks. Pilots with the RAF's No 131 (Polish) wing, flying Spitfire Mk IXs, (probably 302 or 308 Squadron) claimed to have invented the idea of the "beer bomb", using casks that had home-made nose-cones fitted to make them more streamlined, which were fitted to the Spitfire's bomb racks. On 3 August 1944 131 Wing moved from England to the airfield at Plumentot, near Caen, and "beer bombing" began:

"Even more popular was the 'beer-bomb', invented and first used by No. 131 Fighter Wing when still stationed in England. The bomb has nothing atomic about it, so the details can now be divulged. The invention is, in fact, simplicity itself: it entailed a barrel of beer, a bomb-carrying aircraft, and a willing pilot (the three were available in increasing order of magnitude). The procedure, freely disclosed for the benefit of thirsty humanity, was for the aircraft to be carefully 'bombed up' with a barrel of beer, flown off with every precaution to Plumentot in Normandy and landed with equal care. Never were bombs more warmly welcomed. Not least because of the dust."

Pictures exist of the "beer bombs" being put together (above), presumably at Ford airfield in West Sussex, where 302 and 308 Squadrons were based just before they were moved to Plumentot, in which case, again, the beer may well have come from Henty and Constable, eight or so miles away at Chichester.

One Kentish brewery that apparently supplied beer for transport across by fighter plane was Bushell Watkins & Smith of the Black Eagle brewery in Westerham.

for the invasion. We were also making 'jettison' auxiliary fuel tanks for fighter planes to carry extra fuel to enable them to fly further into Europe and still get back home. Once refuelling facilities were established over there, the Westerham brewery used to fill those auxiliary non-returnable petrol tanks with Westerham ales for our troops in Europe. Black Eagle lorries delivered it in barrels to Biggin Hill (four miles from Westerham) where the auxiliary dual-purpose tanks were filled with Bitter on one side and Mild on the other. We made them of 16 gauge metal with baffles for safe landing, the RAF's version of the brewer's dray."

Certainly, pilots were happy to fly long distances to pick up beer. Thorsteinn "Tony" Jonsson, the only Icelander to join the RAF, was flying P-51 Mustang IIIs with 65 Squadron, based at Ford, when the D-Day invasion began. On June 27 his squadron moved to the temporary airfield at Martragny, designated B7, five miles from Bayeux and only some 2000 yards from the German lines. However, Jonsson recorded:

"Life in our camp was really quite pleasant and comfortable. Admittedly we missed the luxury of being able to pop into a pub at the end of a day's work for a pint of beer, and to mix with the ladies that were usually to be found there to add spice to our existence. At the beginning of the invasion and for the next few weeks, beer was severely rationed in Normandy. But some bright lad in our Wing had an excellent brain-wave; why not bring beer over from England in the large auxiliary tanks that could be hung under the wings of our Mustangs? Each tank could hold 75 gallons – this

would make an excellent addition to our meagre ration. Action was immediately taken.

“Four tanks were sent to a factory for their insides to be coated with a substance to prevent the taste of metal – as is done with preserving cans – and taps were fitted. A contract was made with a brewery in London, and on an appointed day every week a Mustang flew with two empty ‘beer’ tanks to Croydon aerodrome and brought back two full ones; one containing mild and the other bitter. These tanks were placed on trestles in our mess-tent, which quickly became known as the best pub in Normandy. It did not take long for the word to spread to nearby military units that we had a good supply of beer, and our mess was frequently a very popular and crowded place in the evenings. The fact that nurses from a military hospital in the neighbourhood were regulars only helped to boost the attendance. It was not long before the beer trips were increased to two a week. Although most pilots like to nip over to England whenever possible, to contact families and loved ones, the beer-run was not in demand. The reason was that a full beer tank could easily fall off if the landing was not perfectly smooth. The ‘beer kite’s’ arrival was watched by all available personnel, and woe to the poor pilot who was unlucky enough to bounce!”

It was 150 miles from Martragny to Croydon (at the time the main airfield in London), making the “beer run” for 65 Squadron a 300-mile round trip. Croydon’s one brewery was Page & Overton, a subsidiary of Charrington’s brewery in Mile End, and it was presumably Page & Overton’s mild and bitter that flew back in the tanks of the Mustangs.

Confirmation that Henty and Constable supplied much of the beer to arrive in Normandy after D-Day comes from Jeffrey Quill, chief test pilot at Vickers, the parent company of Supermarine. Quill recalled:

“After D-Day in 1944, there was a problem about getting beer over to the Normandy airfields. Henty and Constable (the Sussex brewers) were happy to make the stuff available at the 83 Group Support Unit at Ford, near Littlehampton. For some inexplicable reason, however, beer had a low priority rating on the available freight aircraft. So we adapted Spitfire bomb racks so that an 18-gallon barrel could be carried under each wing of the Spitfires which were being ferried across from Ford to Normandy on a daily basis.

“We were, in fact, a little concerned about the strength situation of the barrels, and on application to Henty and Constables for basic stressing data we were astonished to find that the eventuality of being flown on the bomb racks of a Spitfire was a case which had not been taken into consideration in the design of the barrels. However, flight tests proved them to be up to the job. This installation, incidentally, was known as Mod XXX Depth charge.”



A close-up of the “Mod XXX Depth charge”.

According to one source with a slightly different spin on the story, the job of designing fittings that would secure the casks to the Spitfire’s bomb racks was done at High Post airfield, Salisbury, one of the final assembly centres for Spitfire manufacture, “more or less as a joke”. The plan to put beer in long-range tanks was abandoned when it was found later that the practice contaminated fuel, so Strong’s, the Romsey brewers, supplied complete barrels of Triple ‘X’. This modification was given a fictitious number to conceal the operation from more official or officious eyes.

There was already a link between Strong’s and Spitfires: after the Luftwaffe bombed Vickers-Supermarine’s headquarters in 1940, the company’s design and administration offices were transferred to Hursley Park, Winchester, a magnificent mansion requisitioned after the death that same year of its owner, Sir George Cooper, chairman of Strong’s. That Strong’s certainly was involved in the supply of casks to be carried on Spitfire bomb racks is confirmed by the existence of a photograph of just such a cask slung under a Spitfire wing, clearly branded “STRONG ROMSEY”.



Left & below: A Spitfire IX fitted with the 'Mod XXX Depth Charge', modified bomb racks that could carry a cask of beer under each wing. Contrary to frequent claims, these are almost certainly Vickers Armstrong publicity photos, and NOT Wing Commander Johnnie Johnson's own aircraft.

The hint that Quill gave about the “flying drays” being replacement Spitfires ferried across to squadrons on the Normandy front line from England is given extra support by a newspaper story from the middle of August 1944:

“With beer in their bomb racks, replacement Typhoons from England are sure of a specially boisterous welcome from the thirsty troops in Normandy. For the beer shortage is just as acute over there as it is in England. So at least one Typhoon squadron has solved its problem by importing its own beer. Whenever a replacement aircraft flies to Normandy the pilot takes a quantity of beer, carrying it in nine-gallon barrels with special streamlined nose fittings slung in the bomb racks. This system has been found to be much better than the original method of taking the beer in petrol tanks, which gave the beer a nasty flavour.

“In the event of the pilot running into trouble, the barrels are jettisoned as if they were bombs. Then another kind of trouble awaits him at the end of his journey.”

Wing Commander Johnnie Johnson had landed with his 127 Wing, two squadrons of Canadians, at a newly built airfield at St Croix-sur-Mer, designated B3, and just over a mile and a half from the land-



ing beaches, on D-Day plus 3. After several days of tinned “compo” rations, Johnson sent a note to his favourite Sussex landlord, Arthur King at the Unicorn in Chichester, asking for help. Every day a twin-engine Anson flew into St Croix from Tangmere with mail, newspapers and spare parts, and King arranged for items such as tomatoes, fresh lobsters, newly baked bread and “a reasonable supply of stout” to be carried across in the Anson with the mail. When news of the arrangement leaked into the newspapers, King was visited by someone from Customs and Excise, who warned him that if he carried on, he would need an export licence. However, Johnson recorded in his memoirs:

“Since its introduction to the Service in 1939, the versatile Spitfire had participated in many diverse roles. Now it fulfilled yet another role, perhaps not so vital as some of the tasks it had undertaken in

the past, but to us of supreme importance. Back in England some ingenious mind had modified the bomb racks slung under each wing so that a small barrel of beer could be carried instead of a 500-pound bomb. Daily, this modern version of the brewers' dray flew across the Channel and alighted at St Croix. The beer suffered no ill effects from its unorthodox journey and was more than welcome in our mess."

Johnson's memoir of the war, *Wing Leader*, carried a photograph of a Spitfire IX in D-Day black-and-white stripes, carrying a cask of beer slung from each bomb rack, and captioned "Our version of the brewer's dray". This seems to have given rise to the myth that the picture is of Johnson's own Spitfire. But the photograph in the book is credited to Vickers Armstrong, and is almost certainly one of the aircraft manufacturer's publicity shots, and has nothing to do with Johnson.

Eventually, officially organized supplies of beer for the troops supplanted the "flying drays". In November 1944 the government actually ruled that supplies of beer for troops overseas should equal five per cent of total national production, and it was to be put in the hands of the forces' catering service, the Naafi. At the same time, breweries in liberated areas of France were being put to use.

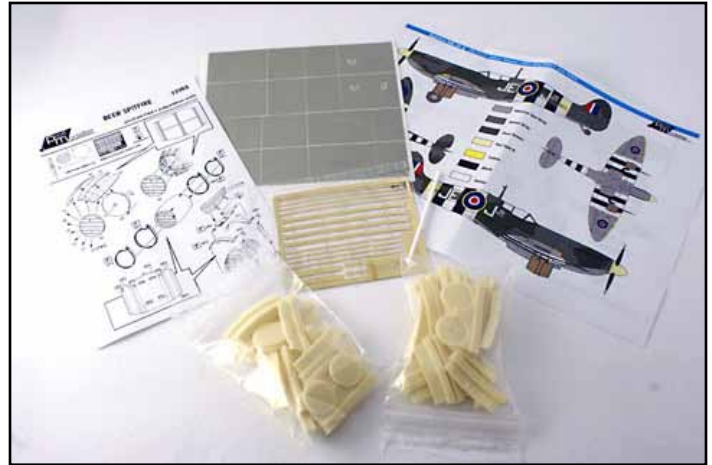
By then it was the turn of the Home Front to be short of beer. Brewers blamed a shortage of labour, saying the women workers who had replaced men called up for the forces had themselves been evacuated with their children as the V1 and V2 threat increased. The Nottingham Evening Post reported that in some pubs there had been outbreaks of "panic drinking", customers "gulping their beer and shouting for an encore lest their neighbours at the bar got more than they did." At the same time, in "certain districts" only mild ale was available, because bitter, which kept better, was earmarked for the troops. Many pubs were only open for an hour and a half at lunchtimes and two hours in the evening because they had no beer to sell. In August 1944 it was announced that "In some parts of Lincolnshire the beer famine has become so acute that many inns have announced that they will not be able to continue the age-old custom of supplying harvest beer this season. Cups of tea will be provided instead."

If you enjoyed this article, you will find more stories in Martyn Cornell's book, ***Strange Tales of Ale***, available from Amazon.

Building a Spitfire 'Beer Truck'

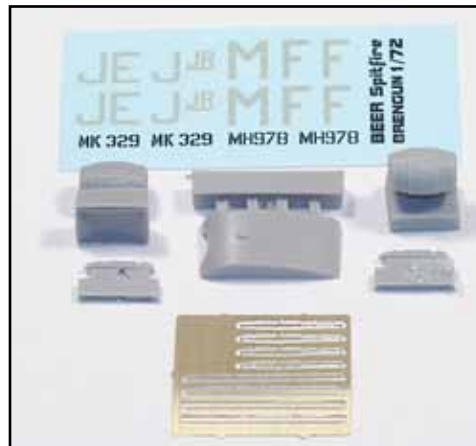
The modeller wanting to build a beer-carrying Spit has a number of options available in various scales.

ProfiModeller have designed a neat conversion set for the modification XXX to be used on the 1/32 Tamiya Mk.IX Spitfire. This set contains 34 resin parts for the beer kegs, 1 Photo Etch Fret, 1 plastic rod and a sheet of vinyl paint masks for two beer carrying Spitfire schemes. It is available directly from their website, Product # 32065 <http://www.profi modeller.com/detail/32065-beer-kegs-spitfire/>



The ProfiModeller 1/32 scale multi-media Spitfire beer accessory kit.

Brengun offers beer keg sets in both 1/72 and 1/48 scale, consisting of resin and photo-etched parts, and an accompanying decal sheet



Left & below: The Brengun beer Spitfire accessory set, which includes decals





Eduard's 1/48 'Royal Class' Spitfire IX contains, among many other options, parts to produce a keg-carrying aircraft. The kit even comes with a special beer glass! For what it costs, they should have included an actual keg!

For a less-pricey alternative, Italeri has issued a 1/48 scale Spitfire Mk.IX "Beer truck", complete with kegs.





... on **Massimo Santarossa's UK Nationals** article (April beaverTales)

"Massimo got it right on Telford. His article is almost "required reading" for someone making their first trip to the UK Nats!"

Gary Barling

"A brief factoid on the Klimov snowblower (a model of which was shown in the article). They were originally designed to clear poison or toxic particles off of tanks in an NBC environment. However, they discovered that they actually baked the chemicals onto the tank!"

Kim Margosein



Michael Sisko of Etobicoke writes...

"I have read in the newspaper that various Navy forces have used social media campaigns to name new ships. Some of these names were pretty silly while some others seemed appropriate. I was thinking that the Cdn Navy should consider naming a new ship after a great actor, Canadian and family man. Bruno Gerussi was the star of stage and screen and became famous on the T.V. series "The Beachcombers".

I suggest that IPMS Canada consider and commit to a social media campaign to get the Navy to dedicate a ship as HMCS B. Gerussi. Ship modelers must have some connection to Navy H.Q. either as being retired personnel or by relating to Navy Archivists when getting information for a new modeling project, so the path of communication should already exist.

"This campaign would be great advertising for IPMS Canada and I am sure that C.B.C. would also have some clout for this initiative, since they admired Mr. Gerussi and his work, and I am



Bruno Gerusi (right) with Robert Clothier on the set of *The Beachcombers*.

also sure that his descendants would be honored to have his name inscribed on a ship.

"If IPMS executive discuss this proposal at the next meeting and feel that it has some merit, then those that are eager and knowledgeable at creating social media campaigns should put this plan into motion. I am not that person for that and so I would not be able to offer any help, but in the end the membership of IPMS Canada would all share the pleasure in naming a ship after a great Canadian."

And another comment on the subject...

If I recall correctly, there are no Canadian naval vessels named after people (unlike, say, US or Russian ships). The Athabaskan is the last of the Tribal-class destroyers. The Orca-class patrol/training vessels are named after animals. All the other ships are named after cities and towns. It would be unusual to have a ship named after an individual unless, perhaps, it is part of a new class of vessels.

Most countries that name ships after persons commemorate military heroes or national leaders (Ronald Reagan, John Paul Jones, Erwin Rommel, Admiral Kuznetsov, etc.)

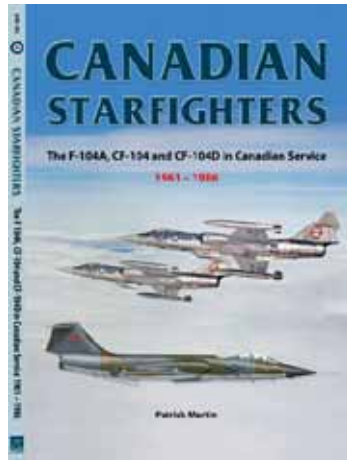
If the Canadian government wants to look to actors as candidates for ship names might I suggest a different member of the Beachcombers cast, namely Robert Clothier who served two combat tours in Bomber Command with 408 Sqn. and was awarded the DFC.

Gavrilo Princip

Would anyone else like to weigh in? Just email us.

BOOK REVIEW

by **Kim Elliott**, C0003
Waterloo, ON



Canadian Starfighters The CF-104 and CF-104D in Canadian Service 1961-1986

Author: Patrick Martin
Publisher: AirDOC
A4, softcover, 152 pages, more than 350 photos,
colour profiles, English text
Available from CanMilAir (www.canmilair.com)

Patrick Martin has published extensively on Canadian military aircraft, with titles that include:

- Royal Canadian Navy Aircraft Finish and Markings 1944-1968
- Canadian Military Aircraft Finish and Markings 1968-2004
- Aircraft Finish and Markings Royal Canadian Air Force 1947-1968

His books feature extensive illustrations and photographs, and this book follows that format. The reproduction of the photos is first class, and the profile illustrations by R. Caruna are a visual delight.

Chapters found in the book include:

- Development,
- The Canadian Requirement,
- Canadair Production,
- Cold Lake,
- Europe – 1 Air Division, Europe – 1 CAG,
- Finish & Markings,
- Weapons,
- Appendices (Bases, Wings, Units, Aircraft Histories and Canadair F-104G production)

Initially designed as a light-weight, high speed interceptor for the USAF as the F-104A, it saw limited use with Air Defense Command before being passed on to the Air National Guard. Taiwan, Jordan and Pakistan also received the early Starfighter, and used

them in combat. Up-engined, and redesigned as a tactical strike aircraft, the F-104C could carry bombs or rocket pods underwing, or a tactical nuclear weapon on a centerline hard point. Sidewinders and a cannon rounded out this fit. During 1962, Tactical Air Command deployed F-104C units to Florida during the Cuban Missile Crisis. 1965 saw the aircraft sent to SE Asia to provide protection against MiGs in Viet Nam. By 1967, surviving aircraft were transferred to the Puerto Rico Air National Guard.

As the title of the book suggests, this is the story of the CF-104 and CF-104D in Canadian service. The Canadian requirement for a replacement for the Canadair Sabre in the RCAF's 1 Air Division is presented, culminating in the selection of the F-104G. This was to have a stronger airframe than previous models, a more reliable J79 engine, and a new fire control system slaved to the F15A Search and Ranging Radar. An inertial navigation system allowed precise navigation over great distances. The airframe was strengthened to carry more stores, and conduct low level, high-speed sorties. The F-104G had become an all-weather fighter-bomber. It was selected by West Germany, Canada, Belgium, Italy and the Netherlands for their respective Air Forces. It was also manufactured by a European based consortium as well as Canada. Also receiving the new Starfighter were Denmark, Norway, Greece, Turkey and Spain. It was named the "Deal of the Century".

The Canadian Starfighter, to be termed the CF-104, differed initially from the F-104G. The Vulcan cannon was omitted. The radar was dedicated to the air-to-ground mode only. Both of these differences would be remedied later in the operational life of the aircraft. Entering service in March 1962 with the RCAF, the CF-104 was a dedicated nuclear strike and reconnaissance aircraft.

In this section of the book, the author delves into the political background of the decision to acquire nuclear weapons for use by the Canadian Armed Forces. This is still a contentious topic, and it is presented in a concise but essential manner. Not





only the CF-104, but the Bomarc, Voodoo and Honest John delivery systems are mentioned.

Eight CF-104 squadrons were originally stationed in Europe as part of Canada's NATO commitment. This was reduced to six in 1967, and to three squadrons in 1970. Until 1971, this included a nuclear strike role that would see Canadian aircraft armed with US-supplied nuclear weapons in the event of a conflict with Warsaw Pact forces. The terms of a 1963 agreement between Canada and the United States stipulated that all U.S. nuclear weapons remain in the custody of U.S. personnel. The details and political background of this agreement is given extensive coverage, plus the 1967 French machinations that saw U.S. controlled nuclear warheads removed from France. By the end of 1971, with three remaining Squadrons in Europe, the Starfighter was tasked with conventional attack. Quick Reaction Alert, nuclear strike, and reconnaissance would end. The last CF-104 unit in Canadian service phased out the Starfighter in 1986.

From 1962 until 1986, the RCAF operated the Starfighter from bases in France and Germany. Their story is well told in the sections 'Europe - 1 Air Division' and 'Europe - CAG' with histories of the individual Squadrons and their aircraft. These pages contain not only natural metal and camouflaged aircraft, but a multitude of special commemorative schemes, such as those applied for the Tiger Meets.

The story would be incomplete without a description of the training that occurred in Canada. Cold Lake, Alberta, home of 6 Strike/Reconnaissance Unit, (later 417 Squadron OTR) would train nearly all Canadian Starfighter pilots. Details of the training syllabus, for both the nuclear and conventional roles, are given with a detailed chronology. Mention should be made here of the CF-104D, the two-seat training version of the Starfighter, and the pointed-nosed Dakotas, used for radar training. This section of the book also has details of the Canadian attempt to beat the World Absolute Speed and Altitude record.

Readers interested in the appearance of the aircraft will not be disappointed. A full chapter is devoted to finish and markings and their significance. Even details of the Red Flag aircraft that had temporary grey poster paint applied can be found here, along with photos.

In the final chapter - 'Weapons' - a thorough inventory of CF-104 munitions is made. Both conventional and nuclear weapons are not only described, but illustrated. Storage, handling, security procedures, QRA details, then targeting and delivery of the nuclear stores makes for fascinating, if morbid, reading.

The Canadian Starfighter fleet would log over 577,200 flying hours. From a total of 239 Canadian Starfighters, 114 would be lost to all causes. A total of 37 pilots were lost flying the Starfighter in Canadian service.

Historians and aviation enthusiasts will appreciate the thoroughness of the publication. Modellers will find in this book much to draw upon if modeling the CF-104 /CF-104D. Highly recommended.

Reviewed by K. Elliott, May 2016



AND FROM ANOTHER PERSPECTIVE



Canadian Starfighters

The CF-104 and CF-104D in Canadian Service
1961-1986

Author: Patrick Martin'
reviewed by: David Shearman

While much has been written about Canadian Starfighters, it has rarely, if ever, been compiled in one place. Patrick Martin's new book resolves that. Just as Larry Milberry wrote definitive works on the Sabre and the Clunk, Martin has simply excelled in this recently published work chronicling the CF-104 in Canadian service. The book has something for every enthusiast of Canadian Cold War aircraft. Squadron time lines and bases? Check. Individual aircraft histories? Check. Colour profiles? Check. Development history? Check. Photos which have never been previously published? Check.

It is the last of that list which is most intriguing. The printing and quality of the reproduction is simply superb. Comparing this book with, for example, any of the Specialty Press volumes on Cold War aircraft, will show how much better they are. Many of the pictures are sharp enough that you can see that support equipment had RCAF roundels. You can even tell that they are the New-Leaf conversion roundels and not the older Silver Leaf ones!

Then there are the unique photos. There are all the varieties of Tiger Meet Starfighters, many of which have been well documented in past editions of RT. There are photos of Starfighters in Canada and overseas. There are special aircraft and ordinary aircraft. There are USAF Starfighters and allied ones. There are photos and the story of the Starfighters that went to Red Flag in 1977 painted with poster paint called "Bagshaw Beige"! There is the AETE Starfighter that set a Canadian altitude record that heated up so much that the markings were burned off.

The most intriguing photo is one which was published in Martin's earlier work on Canadian aircraft markings, and is alleged to be the only existing photo of a real Canadian nuclear weapon. I was never in the RCAF and don't know a lot about nuclear weapons, but I do know that they were kept under strict security at all times. The picture of an RCAF airman casually working on a bomb release mechanism under a Starfighter and another removing the aerodynamic cap on the nuclear weapon to adjust something strikes me as distinctly odd. Yes, the bright red "Special" tool box is there on the tarmac, and yes, all the protective caps are in place, and yes, it's painted silver and not "training white" as seen on known dummy or training nuclear shapes (although I have seen nuclear weapon training shapes for B-52s that were painted silver), but having been on US Air Force bases as a civilian and knowing how they guarded those weapons, it just strikes me as odd.

Canadair production which went overseas to American allies is documented. Also included are the C-47 Dakota and Tutor navigation trainers.

There is something for almost everyone in this book. There is even one picture of the Canadian Army's nuclear weapon, the MGR-1 Honest John launcher. What can I say? It's green.

It will give you lots of ideas for building all kinds of CF-104 Starfighters. Highly recommended.

The book is available in Canada from CanMilAir in London, ON (www.canmilair.com), and from other aviation booksellers worldwide.

David Shearman (#C0828) is retired and lives in Owen Sound, Ontario and has returned to modelling after a 25 year sabbatical. He is currently working on a 1/72 Canadian CF-106 (one that got away!).





CHAPTER PAPARAZZI



In April the **Ottawa Valley Plastic Modellers** (aka Petawawa Chapter) was invited to participate in a model railway show at the Deep River Library. An estimated 250-300 visitors came through to see the display over a six-hour period.

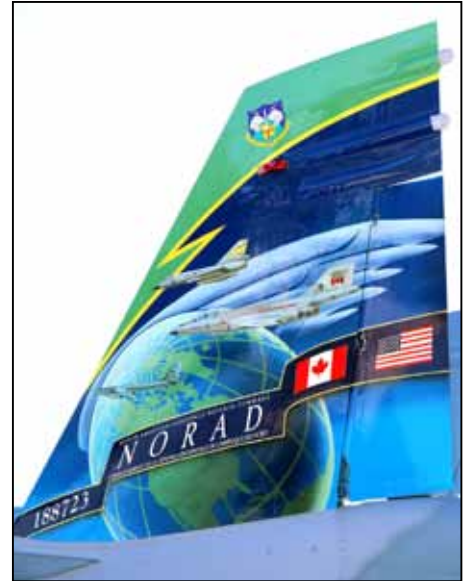


PETERSON CF-18

We've received some photos via Bob Shoop in Colorado Springs, who writes: "See attached photos of RCAF CF-18 now installed at Peterson AFB Museum in Colorado Springs. It looks great!" The photos were taken by Chuck Holte.



Outside of right fin.



Outside of left fin.

The CF-18 displayed along with a CF-101 and CF-100



FEED BACK on the last RT



Bill Zuk in Winnipeg emails...

"Pass this on to all, what a superb look at Canadian Hurricanes in the **RT** that is just out in the mail. Kudos to the author, Jim Bates. Can't wait for the next issue to see part 2."

Cartoonist Dave Fletcher in BC reports...

"Well, the NAM and Cdn Forces have recognized the significance of CC-130 130307! ... I did my refresher flying on '307. The first leg from Winnipeg to Trenton was to pick up bran flakes (!) for the embassy in Kingston, Jamaica. DND is obligated to consider requests from External Affairs (Now "Global Affairs") as priority tasking, no matter how stupid. Then, it was on to Lajes in the Azores en route to Lahr. The return route was to Prestwick and then direct to Trenton. Since the autopilot wasn't working, I got several hours at the controls instead of the nav seat. Pilots seem to like autopilots and are happy to give up the seat when effort is required. Thence back to Winnipeg with the planned six weeks of refresher flying done in one week and 48.4 hours of flying time. No doubt my presence on the flight deck influenced the choice of airframe to be preserved..."

Gilles Pepin
sends some info about
a project at the Montreal
Aviation Museum



"19 months ago, I came up with a proposal for the president of the Canadian Aviation Heritage Centre (now re-branded the Montreal Aviation Museum), John Lawson: building high-quality aircraft models on commission (see link to "We Build Heritage" or WBH for short: <http://www.cahc-ccpa.com/en/we-build-heritage>); 8 months ago, we added an offshoot: the Veterans Initiative (VI) (link: <http://www.cahc-ccpa.com/en/we-build-heritage-the-veterans-initiative>). Both programs have produced interesting results; WBH has delivered 12 models to date, while our fledgling VI has delivered 2 models to veterans. John Lawson suggested we share these

unique programs with other museums in Canada through CAPA (Canadian Aeronautical Preservation Association; <http://canadianflight.org/content/the-canadian-aeronautical-preservation-association>).

"Below are two photos of the 1/24 scale Airfix Typhoon Mk.Ib (late) I built for its pilot, Dr. Peter Roper (below), who is delivering it personally to the Musée de Tilly-sur-Seulles (Normandie), where it will remain on permanent display."



Ed note: This sounds like something that our Chapters could do along with local veterans' groups. It might also involve vehicle and figure models. I'm sure Gilles could give you some ideas on how to start.



There have been occurrences, at large IPMS model conventions and contests, where state officials went through the vendors' area shutting down and charging those who had not obtained a state sales tax permit. Well what if the "gummint" man went through the contest room and confiscated those models that didn't have proper license agreements. Sounds absurd, doesn't it? Well, the following is a letter from Lewis Nace, President of Minicraft Models. If you think it couldn't happen in Canada... think again!

"Some months ago we exchanged messages about the threat of licensing demands by the US Military. It is now official that the first of the US military licensing demands have been made, the first being the US Navy.

"Last year this topic first came up because a container shipped to a Minicraft customer (MMD) was seized by US Customs because a model kit had a decal representing the seal of the US Coast Guard (it was a Trumpeter container not a Minicraft container). That situation did not affect Minicraft because we do not currently offer a kit with US Coast Guard markings, but the lesson was obvious – the US military branches are by way of US Customs starting to enforce "new" trademark laws. Minicraft will no longer consider marketing any subject that requires reference to the Coast Guard going forward.

"However, given the nature of the Minicraft line, I have a minimum of 2 military licenses I must contend with, the US Navy and the US Air Force. In the past we often offered optional markings in kits but that will no longer happen. If we were to include markings for a Navy and an Air Force airplane in the same box we would be subject to licensing both branches of the service. The US Army, US Marine Corp, US Navy, US Air Force, US Coast Guard all have a SEPARATE license all with separate procedures and royalty requirements. We cannot triple our licensing cost.

"If modelers wonder why their selection has narrowed this might help explain it. The cost of licensing? Licensing costs are all pretty similar for Ford, Boeing, Lockheed-Martin, Northrup-Grumman, Cessna etc. It looks like the US military licensing fee will be the same and this will effectively double Minicraft licensing costs. EACH licensing authority will need to approve the product and each have their own special requirements all of which adds to the time it takes to develop new product. Many licensing groups are starting to require the use of an "OLP" hologram and we are expecting to have to reserve space on the box to line up the OLP holograms! Manufacturers will have no alternative but to increase the price to the consumer.

"If model enthusiasts are unhappy about the state of the industry invite them to contact their Congressional representatives. Model kit manufacturers now need to wade through licensing agreements, pay royalties and follow accounting requirements and not only pay manufacturers for designs and license holders for ships tanks and airplanes the US military used decades ago, but now also pay each individual branch of the service depending on the decals included in the kit.

"Incidentally legal advisors have also recommended removing any reference to crews or pilots because doing so presents the risk of yet another licensing demand. Ever heard the story about the "estate" of Chuck Yeager? His heirs have successfully demanded licensing of any kit bearing his name on the airplane.

"Say goodbye to the hobby we once knew."

**We invite your comments on this matter.
Send them to us at
box626@ipmscanada.com**

2016 Réal Côté (IPMS Montreal) Awards



"Again this year, probably due to word of mouth and what local publicity we could muster, we had a comparatively sizeable public turnout. Quality was high and a couple of participants came from as far as Quebec City."

"We recruited a new member to the chapter, Louis Roy, an IPMS Canada member who's work has been featured in RT. Also, a visitor who's a modeller went back to get his models and won two ribbons!"

The models are visible on the web at: <http://public.fotki.com/Real-Cote/gala-ral-ct-2016-28-mai/>

Best of Show (Public's choice) and themes winners at: <http://www.ipmsrealcote.com/GRC2016-gagnants.html>

Guy Huard sends some photos of the recent model contest put on by the Réal Côté chapter. He writes:

"Our event was modest, but every one attending was pleased. Everything went smoothly and keeping it simple made it more enjoyable for the organizers, your truly amongst the usual suspects."



A new set-up this year. The large room accomodates both the model display and seating for the awards presentations.

The expo in full swing!



There was a canteen available for food and drink.





Gundam Montreal was present with a workshop for the visitors to see.

Vendors' tables.



This year's prizes : Best of show (Public's choice), themes, and ribbons for categories



Best of show winner (yes, same guy who made Réal Côté proud at Ajax 2015)





International Plastic Modeller's Society (IPMS) St. John's 2016 PLASTIC MODEL SHOW & COMPETITION

Remax Center (St. John's Curling Club)

October 23, 2016 | 9:00 AM - 4:00 PM

Admission: Pay What You Can!

(Children 12 and under admitted free and must be accompanied by an adult)

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For more information and to download registration forms please visit:

ipmssjshow2016.ca

email: ipms.sj.show@gmail.com

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Comox Air Force Museum

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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