



COMING SOON... a new improved renewal system!

Well, OK... it may not be as earth-shattering as all that, but it *will* make your membership renewal process easier and faster. As it stands now, members due to renew are sent a printed notice with their last issue of **RT**. If most people are as procrastinating as I am, this probably gets set aside while you peruse the new magazine, and soon it's buried in desk debris or inadvertently tossed out with the old newspapers and pizza flyers.

Those who *do* renew are updated in the system and are good to go for another year. Those who have forgotten are sent an email notice... maybe more than one... as the time for sending out the next **RT** approaches. Unless they renew, they will miss this issue, as we no longer print extra copies to have on hand for backdating those who renew too late.

The new system will work like this: All members who are due for renewal will be sent an email *before* their last **RT** is mailed, advising them of the situation. There will be a link right in the email which will take you to the IPMS Canada renewal page when you click on it. You can then renew right then and there. Only those who do not renew electronically using this method will receive a printed renewal notice with their **RT**. (But then we're right back at the original problem once again.) So, it's hoped that most (all?) of us will renew via the web page link when the renewal email arrives. It's secure and simple and will take just a few moments... and it will be done. Then there will be no interruption in your membership and you won't miss any **RTs** or *beaveRTales*, or free members-only stuff! It will also save everyone the work of manually printing and sending paper notices, and there will be nothing you have to remember to do, as you will have already renewed... the easy way.

That was



and this is why...

(This is an (edited) email recently received from a member who was having problems with his renewal. This particular situation is not atypical.)

"Dear Sir,

"Again I have a problem with my renewal of my membership. This happens every 2 years. I have written my cheque on the 13th of March as my renewal falls on the end of March, and sent it by mail on the 14th of March.

"To date I have not received my annual membership card and my **RT** Vol.39 No. 1, mailing date 01 Mar. 2017-05-26. Please handle this matter as I await my magazine."

(Name and location withheld)

Our membership coordinator pulls out his hair & comments:

"I GIVE UP! How many times do we have to explain how the renewal process works! This fellow's membership expired with **RT** 38/4. He got a renewal notice telling him to renew by Feb 11, 2017 or he would not receive **RT** 39/1. He mails his renewal a month past the renew-by date, and then wonders why he hasn't received 39/1 and his membership card (which will be sent to him with **RT** 39/2). It seems that some people just don't read past the first line of a notice or the by-line of a news story."



beaveRTales
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





Yep... it's a Golden Hawks Sunbeam Alpine unofficial, we presume! Oh... we're talking about decals here, not a real car. It's one of the more unusual subjects that has come up in the discussion of future free IPMS Canada decals. There *is* a rare kit, in 1/32 scale, by Revell.

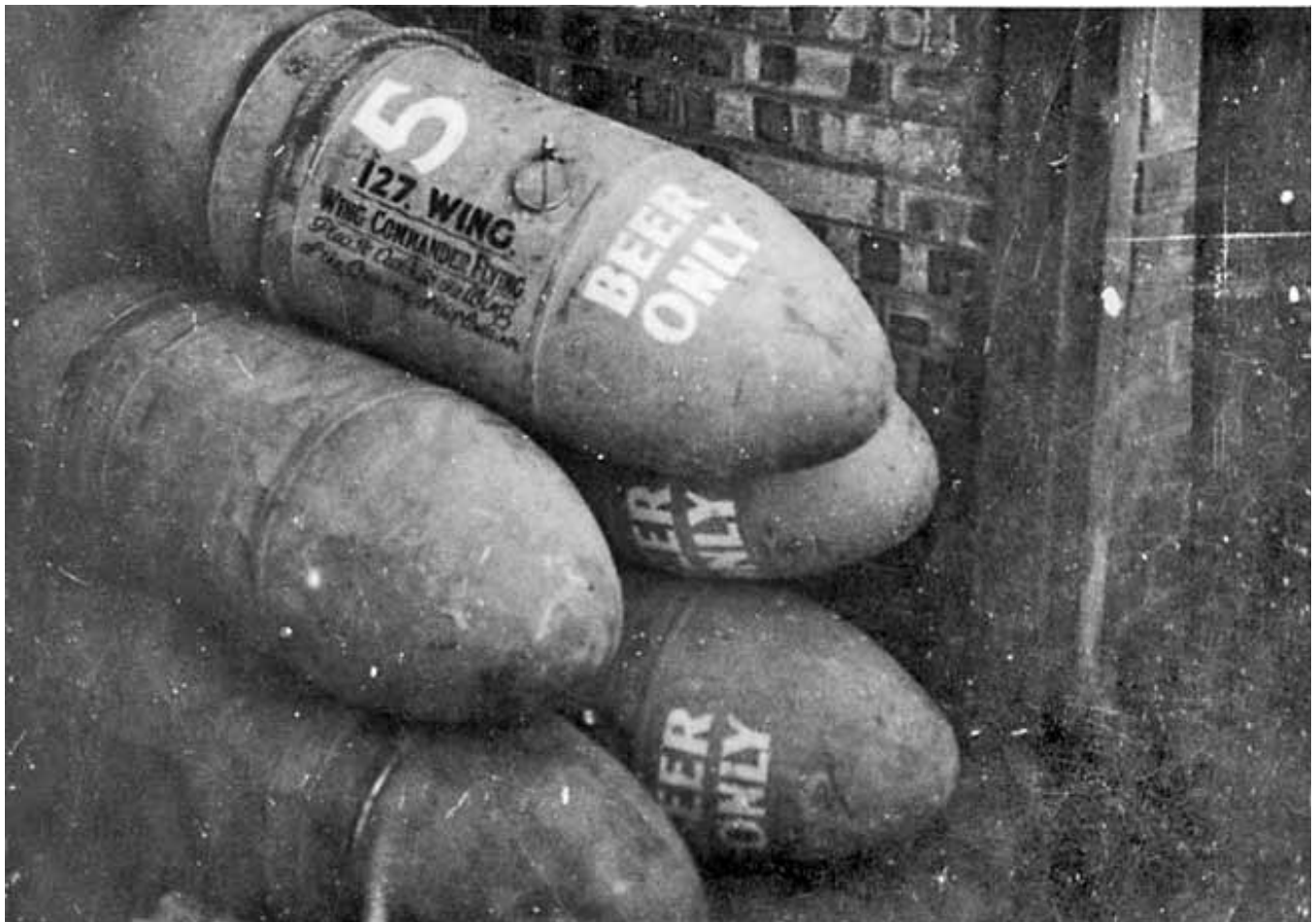
Our last couple of decal sheets were accompanied by magnum opus **RT** articles providing details on the subjects. This time we may just provide markings for some interesting or unusual or overlooked items, along with a couple of illustrations and brief description... not unlike you'd get on a commercial decal instruction sheet. It would let us include a wider variety of different subjects on the sheet. If you have any ideas or suggestions please email us at box626@ipmscanada.com. Let us know what you'd like to see and what reference material you can provide.

Would you like one of these?



... re "Beer Carrying Spits..." (July 2016 issue)

Steve Sauvé, our keen-eyed **RT** editor, recently found this image online. It apparently shows a pile of drop tanks set aside for beer-only use. They even have the unit ownership markings on them. 127 Wing was RCAF, by the way, consisting of 403, 416 and 443 Squadrons.





... re "A Canadian Sea Hurricane Ib... sort of"

Note: Last issue's little piece on the new Airfix Sea Hurricane was referring to the kit's variant – the Mk. Ib specifically... ("While not used operationally by Canada, you can still build a Sea Hurricane Ib that has Canadian content... sort of.")

Mark Peapell's feedback is in reference to the Sea Hurricanes Mk. Ia which were used by the RCAF. Nevertheless, it is interesting information, so we present it here.

1 I. What I believe is the first approach to Canada concerning the whole MSFU/Sea Hurricane scheme was in a private communication to the RCAF CAS dated 5 May 1941 by the Head of the UK Air Liaison Mission to ascertain the probable result of a request for participation in this matter. Following this there is a great deal of documentation involving higher levels of government including the Canadian Cabinet. At all levels approval was nearly automatic.

II. The references to the Sea Hurricanes in the various documents were reasonably consistent although very broad brush. Some extracts are as follows: *"the Air Ministry propose to hold a pool of 50 specially prepared Hurricanes in Canada.... These will be available for either Admiralty or RAF.... The Air Ministry are arranging for initial Hurricanes off Canadian Car and Foundry order to be modified...."*

III. Oddly enough, a document originating with CCF has ended up on the RCAF file. It is dated 18 April 1941 and is addressed to the MAP and lists the materiel that has to be supplied for the production of 100 Sea Hurricanes.

2 I. The fifty Sea Hurricanes were all delivered from November 1941 through January 1942 with one exception.

II. This was BW835 which we have recently discussed at length. An RCAF document referring to deliveries dated 26 September 1941 states that none had arrived with the exception of the first which was *"specially transferred at an earlier date."* Says it all.

III. Of the remaining 49, the next five were delivered by air although three failed to make it intact. The remainder were all shipped to Dartmouth in crates. As I mentioned earlier, erection did not proceed particularly quickly until the CAM-ships were

taken off the North Atlantic in early 1942 and the personnel of the Maintenance Unit became available.

3 I. Pearl Harbor spooked the RCAF in regards to its HWE fighter force and caused a scramble to find aircraft e.g. the "Battle Hurricanes".

II. On 10 December 1941 the RCAF made a request via the CNS in Ottawa to borrow 15 of the Sea Hurricanes to form a fighter Squadron.

III. On 2 January 1942 the Admiralty replied that the Air Ministry had been consulted and had stated *"it is considered the diversion of 15 Sea Hurricanes will have no serious reactions upon meeting CAM-ships requirements."*

IV. RCAF documents indicate these fifteen aircraft were used to form 126 (F) Squadron. As 126 (F) was not officially formed until April but was, essentially, the former 118 (F) Hurricane Flight, I would assume that the 15 aircraft were taken over almost as soon as they were erected.

4 I. Up to the summer of 1942 the remaining Sea Hurricanes were used (presumably not simultaneously) as an OTU to train RCAF Hurricane pilots. While the RCAF did not formally term this an OTU, it was frequently referred to as such in the documentation. The RCAF concentrated its Kittyhawks in WAC and intended to form the EAC fighter force with Hurricane squadrons. At this stage of the war the RCAF had no OTU's and new pilots in operational units were straight out of SFTU and had to learn on the job.

II. An unusual sequel to this employment was the fact that the RCAF considered the training of Hurricane air and ground crew that had resulted from the entire MSFU/Sea Hurricane scheme had been so valuable that it suggested that the payment that the UK had agreed to make to offset the RCAF expenses e.g. facilities, accommodation etc etc be cancelled. This went all the way up to Treasury Board and was approved. What I consider unique is that this idea originated with the RCAF rather than the UK who would have been the more logical party to suggest it.

5 I. In July and August 1942 the remaining Sea Hurricanes were used to equip the newly formed 127 (F) and 129 (F) Squadrons.

II. In essence, for the last half of 1942 EAC's fighter force consisted of five squadrons, 125 (F) and 128 (F) with Hurricane I's and 126 (F), 127 (F) and 129 (F) with Sea Hurricanes. Both variants were considered to have dubious reliability.

III. By early 1943 all had been withdrawn and placed in storage.

6 This is essentially the end of the Sea Hurricanes as such. I will, however, continue with a very brief summary of their future.

7 I. Before the end of 1942 the RCAF was proposing to upgrade these early Hurricanes by installing Merlin XXVIII's, apparently using their current unreliability as a reason. The Air Ministry approved. However, for some reason the engines could not be made available.

II. As part of the Hurricane transfers in 1943, the Sea Hurricanes which, along with the Hurricane I's, had been converted to Hurricane XIIA's using the Merlin XXIX's and all other North American components from the Hurricane XII's that had been "converted to airframes" before being transferred to the RAF, were contributed to the BCATP by the UK. They saw the rest of their days out in service with 1 OTU.

Hope this is of interest and information.



...on "The Day the Music Died"

Frank Cuden, C3476, Twin Cities Aero Historians writes...

I just got done looking at the new *beaveRTails*, and found it to be of interest in a couple of ways. First off is the old dog, new tricks, airbrushing update article. More and more, at my age, I continue to stand fast with my old Binks air brush as opposed to trying to take time to learn how to operate something newer and more advanced. As it is, with my finding Blu-Tack, I now can use that medium to create the tight camouflage separation lines and I'm good with that because the results have gone well.

The real "kicker" for me though, was the article about "*The Day The Music Died*". We live about 40 miles North of Clear Lake, Iowa and the Surf Ballroom – we've been there a couple of times for performances. I can tell you from first-hand experience that you get the chills just being there and seeing the ballroom from the inside as Buddy and friends saw it that night – none of the décor has changed since that time. As I read it, the modeling juices began stirring in my gut because I've thought of doing an early Bonanza over the years. Some years back, a fellow TCAH club member gave me a bagged plastic kit of

the 1947 model Bonanza in 1/48th scale... maybe an old Comet kit? I also have the later version of it from Minicraft. The goal was to combine the two somehow, and when I zipped over to the article on MM, I began putting two and two together and getting 8 as a result! Today, I will take another look at both kits and see if I can determine how to combine the two and maybe do the exact aircraft that crashed in the awful snowstorm that fateful night. I remember hearing about the crash when it occurred, even though I was living in Illinois at the time. Those guys were some of my rock 'n' roll idols back then. It would make for a good follow-up article for the magazine, IF it doesn't take me forever to accomplish the conversion, and IF the membership will remember the current article you came up with for this issue. *BeaveRTails* certainly gave me a good starting point as well as the scheme of the crashed aircraft.

Just a bunch of thoughts that went through my mind after reading the current issue. You guys made a nice job of it.



...on "Airbrushes I have Owned..."

Kimberly Margosein, C2389, USA writes...

Thank you for the airbrush article. I too have a full bells and whistles Aztek airbrush set. I have used Azteks off and on for over 20 years, mostly off. The idea is ingenious, yet there is something about them I don't care for, and I always return to my trusty Badger 175 and just new needles and nozzles as needed. I noticed you went to airbrushes with fixed paint cups. How does that work out for you?



...on RT 39/2's ND column

Kim Elliott, C3, Waterloo, ON writes...

...there is something distinctly grown-up about being attracted to tiny things – an assertion of omnipotence and possession, a respect for accuracy, a desire to understand completely and all at once.

A good miniature – dizzily precise, scrupulously proportionate – is an exercise of dispassion no child could endure or appreciate.

And real children are, unsurprisingly maybe, rare in the miniatures world: the objects are too fine, too expensive, too labor-intensive to entrust to anyone inclined toward anything so reckless as play.

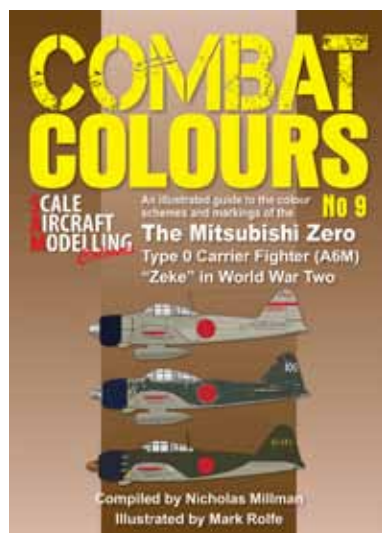
[https://harpers.org/archive/2017/02/little-things/.....](https://harpers.org/archive/2017/02/little-things/)

In my retirement/dotage, I find I have time to think at greater length about some of the topics that previously I had given scant attention to. It is also time,

especially in summer at the cottage, to indulge my tendency to loose myself in literature of various kinds. Catching up on this past winter's crop of magazines, I discovered the above linked article (that describes, to me, our collective passion with models. Admittedly not of the plastic kit variety, but still, models of real objects.

I send this as follow-up to the discussion of bringing younger modelers into the IPMS Canada fold. The excerpted quote may explain why we have not, and may not ever, be successful. Our forms of play are too sophisticated, too informed, too adult.

BOOK REVIEW



by **D.M. Knights**, C6091, Louisville, KY

The Mitsubishi Zero, Type 0 Carrier Fighter (A6M) "Zeke" in World War Two

Author: Nicholas Millman
40 pgs
ISBN 978-1-908565-57-0

The magazine, *Scale Aircraft Modelling*, publishes a series of "books" – really more like pamphlets – that look like magazines. The series is called *Combat Colours* and each features a particular aircraft or time period, and is focused on paint colours and markings. In regard to this issue, No 9 in the series, it covers the thorny subject of the colours of the iconic A6M Japanese Zero fighter.

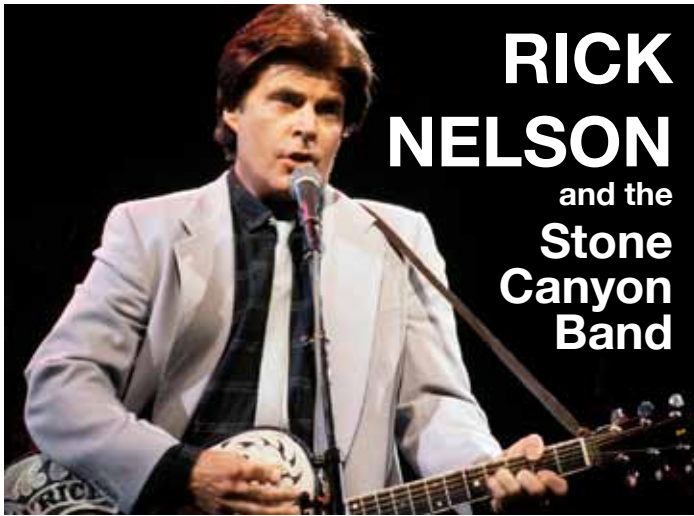
This particular subject is one that has been the topic of much debate over the last 20 years or so, especially as it applies to the early A6M2. For years the

early Zeros were thought to be a light gray. However, more recent research has revealed that the original color was a taupe, somewhat akin to RLM02, and weathered, due to chalking, to a light gray. The author of this volume, Nicholas Millman has dedicated many years to the study of the colors and markings of Japanese aircraft. He has previously authored several of the best books in the Osprey book series, on aircraft like the Ki-27, Ki-43, Ki-44 and Ki-61. He also runs a highly informative website called Aviation of Japan. <http://www.aviationofjapan.com/>

Mr. Millman, standing on the shoulders of giants such as Don Thorpe, Ian Baker, Robert Mikesh and James Lansdale, has brought together much of the latest research and organized it in a very easy to understand manner. There are discussions of many of the different camouflage schemes the Zero wore throughout its career. All of the detail areas such as cockpits, props, cowls and undercarriage are discussed in separate sections. The author deserves credit for laying out his research and conclusions and acknowledging where there are alternate interpretations.

This pamphlet is lavishly illustrated with many black and white photos as well as colour side views and several colour charts. The downside of all these colour illustrations and charts is that it has driven the cost of the pamphlet above what you might expect to pay for, what in essence, is a 40 page magazine. The retail price of this issue of *Combat Colours No.9* is \$23. While this might seem steep, I can say that if you are at all interested in the Zero, this book is well worth it, constituting the latest thinking on the subject of how to paint your model of the Zero.

Highly recommended.



NOTE: Last issue's article on Buddy Holly et al, "[You Can Model the Day the Music Died](#)", has received a number of enthusiastic comments. So... we figured why not try another! Here we present the story and aircraft that ended the career and life of Rick Nelson on New Year's Eve, 1985.

On December 26, 1985, singer/actor Rick Nelson and his Stone Canyon Band left for a three-stop tour of the southern United States. Following shows in Orlando, Florida, and Guntersville, Alabama, they boarded the leased Douglas DC-3C (N711Y) and on December 31st took off for a New Year's Eve performance in Dallas, Texas. About three hours into the flight, pilots Bradley Rank and co-pilot Jim Ferguson reported smoke in the cabin to air traffic controllers in Fort Worth. Alternate airports were discussed by the crew, but it became apparent that the aircraft was in fact on fire and an emergency forced landing was necessary.

At approximately 5:14 PM (CST), the plane went down in a cow pasture near De Kalb, Texas. The aircraft struck a utility pole and then crashed through a stand of trees. Pilots Rank and Ferguson, suffering from extensive burns, were able to escape through the cockpit windows. They shouted to the passenger cabin, but there was no response. Fearing an explosion, they backed away from the burning plane. Ferguson stated that Rank told him, "Don't tell anyone about the heater, don't tell anyone about the heater."

Over the next few weeks, reports varied as to whether or not the plane was on fire before it crashed. Jim Burnett, then-Chairman of the National Transportation Safety Board (NTSB), said that even though the plane was filled with smoke, it landed and came to a stop before it was swallowed by flames. As the accident investigation progressed, it was determined that small fires ignited along the aircraft's flight path were from burning aircraft debris, confirming the severity of the in-flight fire.

The NTSB investigation lasted a year, and finally concluded that, while a definite cause was still unknown, the crash was probably due to a fire that was caused by the plane's cabin heater "acting up". When questioned by the NTSB, pilots Rank and Ferguson had different accounts of key events. According to Ferguson, the cabin heater was acting up after the plane took off. Ferguson continued that Rank kept going to the back of the plane to see if he could get the heater to function correctly and that Rank told Ferguson several times to turn the heater back on. "One of the times, I refused to turn it on," said Ferguson. He continued, "I was getting more nervous. I didn't think we should be messing with that heater en-route."



The media accounts of the in-flight fire likely being caused by Nelson and his passengers freebasing drugs was refuted by the NTSB investigation as no evidence was found to support such a claim. The NTSB concluded their investigation by saying the pilots failed to follow the emergency checklist procedures for the in-flight fire, and had not briefed the passengers on evacuation procedures. The exact cause of the fire was never determined, although an aircraft heater fuel leak was suspected.

Fortunately for modellers there are good DC-3 models available in 1/72 and 1/48. Also, there are some good photos of N711Y showing its markings. So, with a little bit of converting on, e.g. the cabin windows, you should be able to build this historic air-



craft. The most difficult part of the build will probably be the careful masking or use of decal strips needed to produce the white, gold, and black scheme.



Some Truly Weird Aircraft that You Can Actually Model!



Why build yet another Spitfire or Mustang where there's a whole world of 'other' aircraft models out there! Here we present just a few of many different types and show some of the kits that are available. Note that we're showing just one kit for each, but some are available in several scales from various manufacturers. Just search around a bit and break out of your comfort zone... **way out!**



The artwork on the box of this Transavia Airtruk resin model from Sharkit is apparently supposed to resemble a scene from *Mad Max - Beyond Thunderdome*, in which it played an important role.



Ever hear of the Doak VZ-4? Obviously Anigrand has, and produced a 1/72 resin kit.



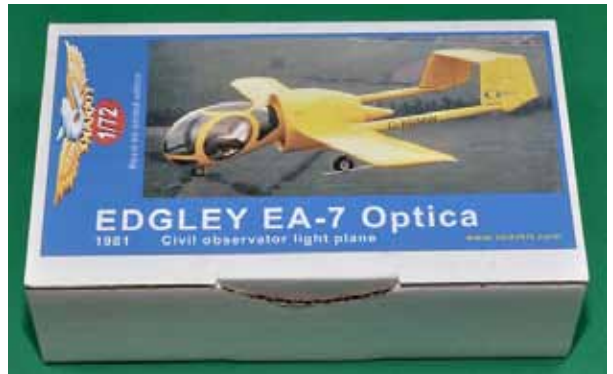
If you like building engines, the Do-X is for you! Amodel has a 1/72 kit, and Revell Germany does it in 1/144



Here's a nose-over waiting to happen, the AD Scout is available in 1/72 resin from Choroszy



The Convair Sea Dart, a delta fighter that sits in the water... makes perfect sense! Mach 2 produced it in 1/72.



A room with a view, aka the Edgley Optica. This flying eyeball is available in 1/72 resin by Sharkit.



Despite its sci-fi appearance, the Scaled Composites White Knight is a real aircraft, and has been produced in 1/72 scale by Amodel.

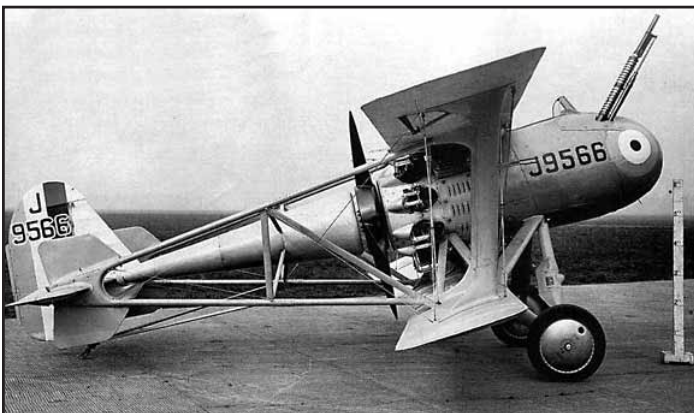




An egg-plane that isn't a cartoon. Special Hobby has a 1/72 scale kit of the little McDonnell XF-85 Goblin parasite fighter.



The aptly-nicknamed Douglas XB-42 'Mixmaster' has been produced in 1/72 scale resin by Anigrand.



The Vickers model 161 COW Gun Fighter has nothing to do with cows, or cowboys. It was designed as a platform for the 37 mm gun produced by the Coventry Ordnance Works (COW... get it?). Karaya offers a 1/48 resin kit of this odd machine



If it's huge and weird, it's probably Soviet! Here's Anigrand's 1/72 kit of the Kalinin K-7 flying commune.



BACK TO BASICS

Glues and Adhesives

By **Michael Benolkin** (www.cybermodeler.com)

When it comes to the fundamentals of scale modeling, you really only need three things: a kit, a hobby knife, and glue. Even the hobby knife is optional, though you run the risk of damaging the model without a way of cleanly separating each part from the sprue. As we get more sophisticated and experienced in our modelling, we broaden our essential tools to include paint brushes, airbrushes, and paints of all sorts. Somewhere along the line, we also gained access to a wide range of adhesives to replace our glue. Most modellers have their favorite glue to build their models, though the wiser modellers will have several in their reach – the right tool for the job. In this discussion, we'll cover the more popular adhesives: liquid cements, cyanoacrylate, white glue, and watch crystal cement.

Like most of you, I started modelling many moons ago using good old-fashioned tube glue, which some models still include in their packages. Today, tube glue has been re-engineered not to have the overwhelming odor that would get you high (*"I picked a bad year to stop sniffing glue!"* – Lloyd Bridges from the movie 'Airplane'). It is ideal for young modellers who are just learning how to assemble models and need the extra time to get things placed correctly before the glue cures.



I used to jump around between different hobby glues as I'd hear different modellers swear by the results of their latest discovery. I remember when Tenax first hit the streets. This stuff was nearly instantaneous for bonding two styrene surfaces together, but it is as volatile as methyl ethyl ketone (MEK) – you could open a bottle of Tenax and literally watch the fluid level drop as it evaporates. Just don't breath while trying this experiment as the vapors are harmful.

I also remember when Crazy Glue came on the scene – cyanoacrylate. Instantaneous adhesion. It

didn't take long before we started seeing different types of cyano, thin, thick, slow, and a Zip Kicker to accelerate the thicker applications. So which is the right one to use? Let's take a look:

Liquid Cements

Despite all of the 'specialty' glues on the market, I prefer simple liquid cement for assembling fuselage halves, wing halves, tank suspensions, etc. Why? Liquid cement has the strongest bond after it is dry. I've used cyano, for example, to assemble fuselage halves and while the results are near-instantaneous and rock solid, the bond is brittle and intolerant to flexing. There is nothing more disheartening than to be in the final stages of decaling your model only to hear a small 'snap' as a section of cyano gives up its bond from all of the handling. Liquid cement is slower to cure, but it is the strongest bond for joints like those mentioned above.



Like most of these adhesives, liquid cement will mar the surface of your model if it runs off of the intended target. One of the best tools on the market for applying liquid cement is Touch-N-Flow. I keep several on-hand because invariably one will become blocked with a



bit of styrene in the tip and it will need to sit in cement for a while to dissolve and clear the blockage. You can read more about the Touch-N-Flow applicator here: https://www.cybermodeler.com/hobby/tools/flexi/tool_flexi_tif.shtml

There are a variety of liquid cements on the market. The ones I use are:

Testors Liquid Cement – this has been on the market forever and is still as reliable as ever. Unlike its competitors, the Testors formula has vapors that are harmful and shouldn't be left open.

Tamiya Thin Liquid Cement – Tamiya has just entered the glue game with two types – a thin and a thick. From what I can tell, the thin is thinner than Testors which is useful for applying to fuselage joints as the thinner viscosity means that it will run further into the seams. One other major advantage of the Tamiya liquid cements over the Testors brand is odor. Tamiya has formulated their cements where they don't smell bad nor seem to have toxic effects. Testors liquid cement will give you an unpleasant buzz or nausea from prolonged exposure to the vapors if you make the mistake of working in an unventilated area.

Tamiya Thick Liquid Cement - The thicker Tamiya cement appears to be thicker than Testors, and it has been useful for applying to the tabs on horizontal stabs where you need to join the two together simultaneously through the fuselage. The thin and Testors cements would have evaporated/cured before you could get everything together whilst the thick cement cures slower.

Tenax 7R, Ambroid Pro-Weld, Plastruct Plastic Weld

These adhesives are the thinnest and 'hottest' of the liquid cements, but they are best used in spot applications like antennas and non-load-bearing joints where you're looking for near-instantaneous adhesion. These products must be used with care as they will attack plastic the worst in this category, and will evaporate rather quickly if the bottle is left open. I keep one or more of these products around for applications where the other liquid cements aren't responding. These are usually my 'Plan B' products.

Cyanoacrylate

It all started with Crazy Glue, but over time, this quick-bonding medium has been morphed into specialist categories and some are better than others. As I mentioned above, I don't use cyano products to bond major components like fuselage halves together as cyano becomes brittle and intolerant to flexing. Worse yet, cyano places a layer of adhesive between the parts. If you later decide to use cement, you



must clear the parts of the cyano residue in order for the cement to have contact with the styrene. If we're talking about a fuselage, we're talking about taking the fuselage apart to clean the bonding surfaces – not good!

Where cyano is at its best is joining non-styrene parts together, and bonding them to styrene. If you're into multimedia kits, cyano is one of the best ways to assembly resin parts together, then bonding the resin subassemblies to the styrene parts.

One of the worst uses of cyano is for installing styrene canopies. The curing vapours will permanently craze your clear parts. In fact, if you're using cyano to install parts near previously installed clear parts, you're still in danger of crazing the clear parts.

Cyano comes in two essential flavours – thick and thin. The thin is okay for installing small parts, but it cures almost instantaneously, so you must be quick. I use the thin applicator tips that are available separately to apply the thin cyano straight from the bottle to a very precise point. Be careful... if you squeeze too hard, you'll still get lots of cyano everywhere.

Thick cyano is excellent for two reasons – it cures slower and it gap-fills. This allows you a few seconds to position a part before the cyano hardens. Once I've bonded a fuselage together with liquid cement, if I see a seam line remaining because the kit wasn't molded properly, I'll run a bead of thick cyano along the seam, a section at a time, then sand it smooth. Even if this filler becomes brittle, it isn't holding the fuselage together, so it is ideal in this situation.

On a sidebar, I've watched the radio control modellers build an entire six-foot wing in minutes using thick cyano. They use 'Zip Kicker' to instantly cure the cyano so they can place a rib, cyano the part into place, make any fine adjustments, then Zip the part. The results are fast and impressive, but the workshop stinks to high heaven because the cyano reaction to the Zip accelerator releases a 'unique' smell.

I've used Zip Kicker on my modelling as well with good results, but I offer the following considerations: Using Zip on cyano creates a harder surface on the cyano, making sanding more of a chore. If you wet-sand within say 15 minutes of Zipping the cyano, you'll be okay, but once it really hardens, it will be like sanding titanium.

The Zip compound will ever-so-slightly soften the styrene surface. If you touch a wet spot, you'll leave an impression in your styrene surface. Once the Zip has dried away, the styrene is safe to touch again.

Zip can craze softer styrene, use a little on an empty sprue tree from the kit in question if there is any doubt. Zip also leaves a residue on the surface of your model that you MUST wash away or it can interfere with your paint.

One last tip on cyano adhesives - buy the smallest containers. When you go to the hobby shop, you'll see that cyano products come in different sizes and you might think that you're saving money by purchasing the larger bottles. You're not. Once you open the bottle, the cyano has a limited shelf life - it will gradually start to harden over time. A bottle, no matter the size, will remain viable for a month or two once opened, and once the fluid starts to thicken, it is difficult to work with, you'll end up tossing out the remaining cyano. If you're going through the equivalent of 2-3 small bottles a month, by all means purchase the larger quantities. If you're just using it for the occasional gap-fill or resin/photo-etch assembly, stick with the small bottles. Any of the bottles will last indefinitely until you open them the first time, so when in doubt, stick to the small bottles. You'll save money in the long run.

White Glue

White glue? Elmer's White Glue, you bet! White glue isn't effective for bonding parts to styrene that will be subjected to handling stresses, but it is absolutely ideal for installing canopies and gap-filling between the fuselage and window parts. White glue is water soluble, so don't use this until you've already washed your model for painting (or after painting). If you apply white glue with a toothpick, you can control where it goes very nicely. If you get too much somewhere, you can try to remove it while it is still wet, but I let it dry and then lightly rub the affected area with a damp Q-Tip to remove any excess.



If you've seen some of these products that you can use for windows on smaller openings like the passenger windows on airliners or portholes on ships, these are essentially the same as white glue. Stick a small blob on the end of a toothpick into the window hole, touch all edges with the toothpick, then remove the toothpick. What you should have left is a white blockage where the hole was. When it dries, the window will be clear.

Watch Crystal Cement

Do you ever wonder why your watch crystal doesn't simply pop off with all of the abuse you subject it to? Watch Crystal Cement. The model railroaders figured out that this stuff is tough - tougher and more flexible than cyano. The cement comes in a tube and is thicker than tube model cement. It takes a while to cure, but it dries very strong and perfectly clear. I've used it to install windscreens and windows that may be subject to some handling and the bond has been bulletproof. You can find this stuff at your better hobby stores or at Micro-Mark.



Safety Considerations

With the exception of white glue, all of these products must be used in a well-ventilated area so that you won't dry-clean your lungs. The vapors from the MEK-like Tenax 7R, Ambroid Pro-Weld, and Plastruct Plastic Weld products are especially harmful. Cyano-based products will glue just about anything to anything. If you spill a little on your fingers - DON'T TOUCH ANYTHING!!! Let it dry and use one of the uncuring products to dissolve the cyano when it's safe. When these products first came on the market, people were accidentally gluing their fingers together or worse, gluing their hands to some other part of their body, someone else's body, or some inanimate object within reach. This resulted in numerous war stories from several modellers who work as paramedics on how some of our fellow modellers discovered new and innovative ways to get in trouble with cyano products. For example, don't spill cyano on your fingers and then try to pet the cat...

Conclusions

I've given you a whirlwind look at the various glues and cements that I use in my own modelling. I'm sure there are other options out there, so consider this a starting point to do your own research and to apply your own experiences with different types of products. The bottom line here is that there is no one product that does it all. Each one has its strengths and weaknesses, and most of us learn the weaknesses as we apply these products to new situations. Use them all safely - take your time.

New from Revell

1/48 Ilyushin Il-2

Scheduled for release around the time you read this, Revell is re-issuing the Accurate Miniatures kit. This is the single-seat version of the Il-2. It's not yet known if it's a straight re-issue, or if Revell will be adding any of their own bits and pieces. To get you in an Il-2 mood we present a couple (understandably poor quality) colour photos of early Il-2s, and also some drawings from the Soviet 1943 and 1945 offi-



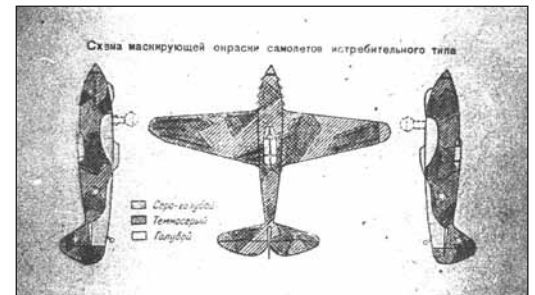
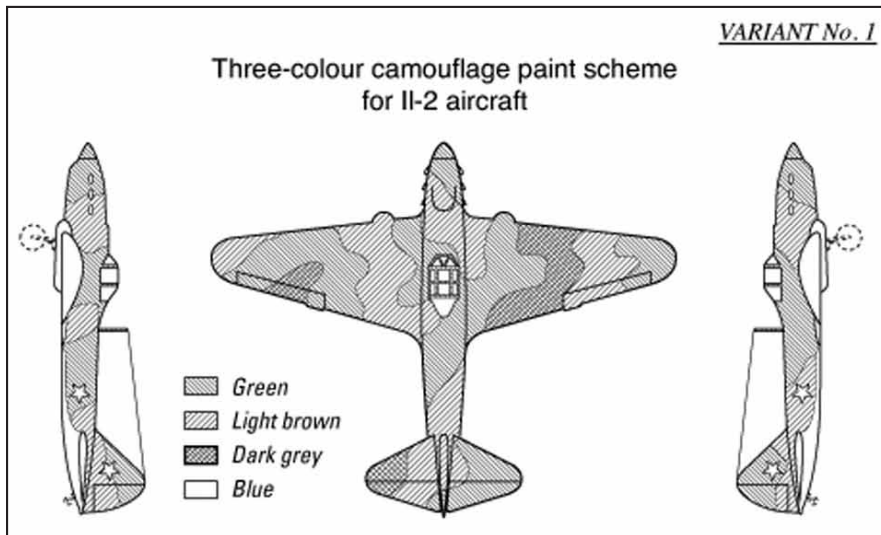
cial camouflage albums. These have been translated and redrawn in the style of the original documents. (courtesy Iliad Design's *Colors of the Falcons* book)



It's very unusual to find colour photos of wartime Soviet aircraft. Colour photography was virtually nonexistent in the USSR at the time, so what we do see are photos taken by German forces... and then of captured or destroyed aircraft. The large lower photo is screened, so must have appeared in a German publication – possibly Signal or something similar. Both these aircraft seem to be in the early scheme of AMT-4 green and black, with AMT-7 blue-grey undersurface.

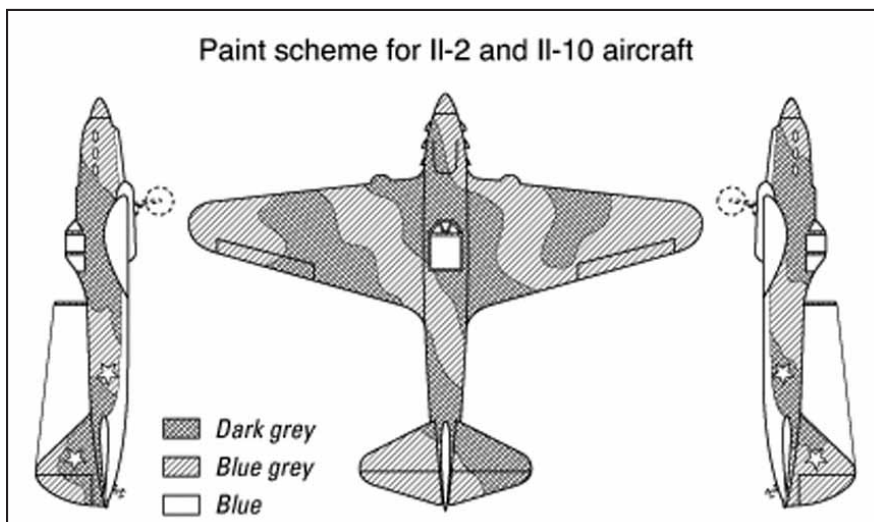
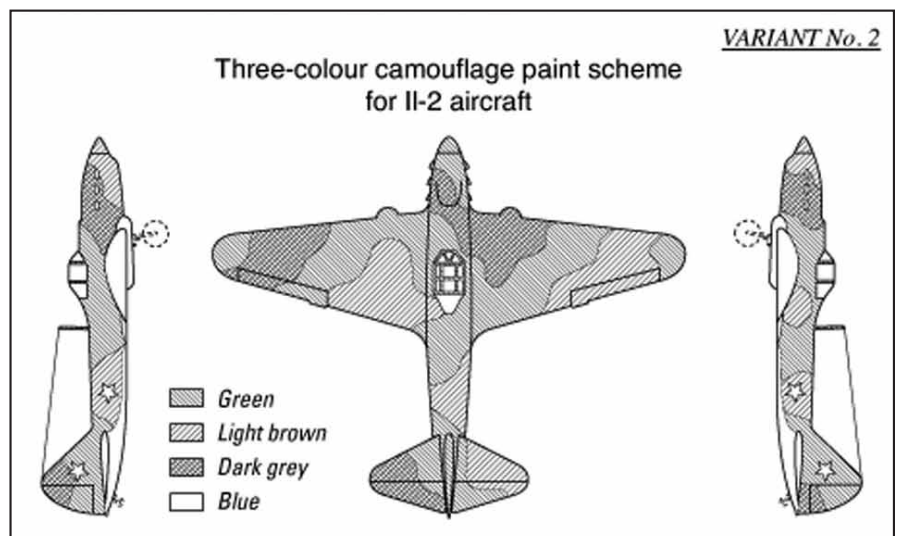


Here are the applicable camouflage schemes for the Il-2, as contained in Directive 389/0133 of 1943; and the revised document of January 1945. The images have been redrawn and translated, following the look and layout of the original (at times bearing little resemblance to the aircraft they were supposed to depict!). A page from the original 1943 album is included for comparison.



A page from the original 1943 camouflage album.

Above and right: The 1943 album contained two variants of Il-2 camouflage pattern. Note that although they were “official”, the actual finished aircraft often bore little resemblance. Also note that the Russians were not very definitive in their names for the “official” colours... a practice which has given aircraft researchers headaches ever since!



In 1945, given Soviet air superiority, simplified schemes were considered sufficient. Here we have just two upper surface colours – “Dark Grey” and “Blue Grey”, i.e. AMT-11 and AMT-12.



The Coffee Filter 'Onion'



Another RED GREEN Moment... by Gilles Pepin, C3702

A simple, inexpensive alternative to ultra-fine grade sanding sticks: the coffee filter 'onion'. Terrific when used on rounded surfaces; it will not re-shape curved areas requiring fine sanding once the initial sanding, puttying or priming is completed. All you need is an old sock, an elastic, and 10-12-cup coffee filters.

Geoff Coughlin of *Scale Modeling Now* reports:

"This is an age-old problem for plastic scale modelers – when cleaning up joins on curved surfaces (like fuselage halves) it's easy to get a flat-spot where

you work the join, only to discover this much later after your model is painted and finished, as the light catches your 'handiwork' – not good!

"The problem usually occurs because we spend too long sanding along one line (to get rid of the seams) and forget to work the surrounding area. The problem is most likely to occur when using sanding sticks or wet-and-dry sandpaper wrapped around a hard flat surface like a block of wood.

"Gilles has a neat solution..."



An amputated old tennis sock



The ubiquitous basket-type coffee filters.

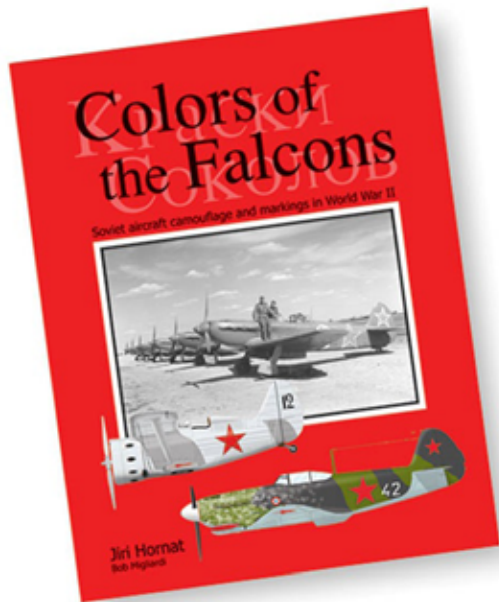


Just bunch the sock up and secure it with an elastic. Wrap the coffee filter around it and gather.



Looks just like an onion, doesn't it!?

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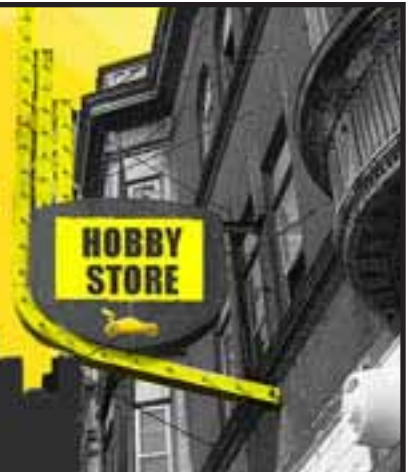


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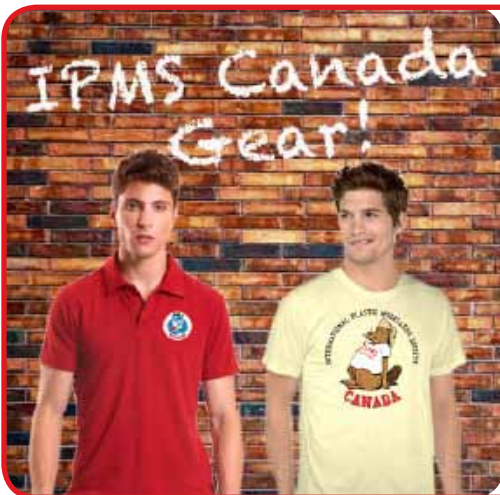


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