

## How did **YOU** like it?

Let us know at [box626@ipmscanada.com](mailto:box626@ipmscanada.com)

Recently a couple of members emailed to order IPMS Canada products which are no longer available. How did this

happen? Well, it turns out that they had somehow stumbled onto an archive of obsolete IPMS Canada web pages – pages offering things like decal sheets which have long been sold out. There is no link to these ancient pages on our website, so how did this happen? It's a mystery. But rest assured... we've made some changes which should now keep you from falling into the old archive catacomb.



## Going to the US Nats in Phoenix?

If so, this man wants to see you! He's **RT** editor, Steve Sauvé. He will be organizing the judging for 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.



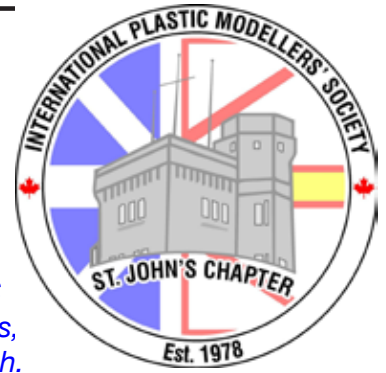
We need people who are familiar with all types of models... aircraft, armour, cars, etc. If you've never judged before, it will be a good, easy, introduction into how it works. If you'd like to help, contact Steve now at [RT@ipmscanada.com](mailto:RT@ipmscanada.com), and he'll provide some additional info.



Another winner randomly drawn from all those who renewed their IPMS Canada membership using the email link they had been sent. The winner this time is... **Russell Wakshinski** of South Porcupine, ON. Russell has been sent his prize, "TRENCH – A History of Trench Warfare on the Western Front". More email renewal notifications will be going out before the next issue of **RT**, so if you receive one, use it to renew ASAP.. you, too, may be a winner!



# SPOTLIGHT ON



*In this issue of beaverTales we continue our series of articles presenting IPMS Canada's local chapters, as president Joe Gaudon tells us about IPMS St. John's, Newfoundland. If you're in the St. John's area, drop into a meeting or get in touch.*

IPMS St. John's first meeting was in a member's basement apartment with 6 or 7 local modelers in 1978. It is this date we recognize as the beginning of the Club, so we are celebrating our 40<sup>th</sup> anniversary this year! We ultimately received our IPMS Charter in 1981, and we still have a few of the original members active today. Sadly, we lost original member Tim Frampton in August 2005, and Charlie Parsons, in June 2018.

We meet at 7:00 PM on the first Tuesday of each month (except August) in a room provided to us by the local University. We have a current membership of about 30 and usually see 15-20 members at each meeting. We have come a long way from 6 people in a basement for the first 9 years. At each meeting everyone brings along something model related; an in-progress or completed kit, a build reference, tools, or other related paraphernalia. This provides for many interesting conversations!



Our Club executive has remained mostly static over the last 7 years with Joe Gaudon – President, Rod Churchill – Vice President, Gary Johnston – Treasurer and Tony Bowdring – Secretary. Several past executive are still members of the club and their experience is still felt in the Club as well.



Our club interests vary greatly with almost all genres represented. We have many Aircraft and Armor modelers. We are seeing a healthy interest grow in Automobiles, and Sci Fi and Ships are starting to show up more on the tables.

We also have Club build competitions, including an Egg Plane build twice so far. Our friend from IPMS Toronto John Wong travelled to St. John's for work at the same time and won a prize in our competition! We have also had a couple of successful Club builds for our Show with modelers building the Revell 1/48 F-15E strike Eagle one year, and the Tamiya F4U-1D Corsair another year.





In September 2012 we created a digital presence with an Internet Blog site which is still active today. We followed that up a few years later with a Facebook page and with help from our friends at Peel Scale Modelers we broadened our reach and has created many relationships with other IPMS and model related clubs across Canada. Instant communication for our members and the local modelling community has proven invaluable for staying connected and sharing the hobby.

One of our Club members is Chris Jerret who has established himself as a world class armor modeler and has been published in many popular Model magazines. He has also been invited to Model shows in Europe as a special guest.

Steve Foster can be considered our Emeritus member. An original Club member and professional Model Builder/Pattern Maker by trade, it was his basement that held the first meeting of the Club. He was also President of the chapter for many, many years. He is still a wealth of information on model building techniques, and he is a master historian for most Canadian modeling subjects. He does not model just the popular subject. He has completed over 800 models of various and obscure subjects over the years, at least since he started numbering them. He would say there were several hundred prior to his numbering system started. He built his first kits in the 50's but not like some of us, he did not put the hobby away for any amount of time when he became an adult. He is still very active and will usually complete a kit between meetings and bring in several older models to accompany it in some sort of theme.

A friend and contemporary of Steve's, Dennis Johnson is a member and an R/C flyer who builds his aircraft from scratch using many of the same techniques as in our hobby. Dennis has been recognized



for building the flying model used for Discovery's story of Alcock and Brown's Vicker's Vimy Atlantic Crossing.



Another member a lot of folks might know is Bob Aikens. Originally from Nova Scotia but moved to Nfld several years ago, Bob is an accomplished modeler, with his work profiled and respected on Hyperscale. Do a search on the internet for <Bob Aikens Hyperscale> and you will see his large body of work. Bob has since moved back to Nova Scotia. We miss him dearly.

We would like to highlight the 2017 Best in Show work by Club member John Kelloway. He drives 90 minutes each way each month to attend the Club meeting and is a long-time member. His outstanding Tamiya 1/48 Lancaster was modified to represent

a local Search and Rescue aircraft FM104 that flew out of St. John's with RCAF 107 Rescue unit. Truly a work of art.

Over the years, we have also worked with the community to provide support with commissions for local displays and exhibitions. One project helped bring life to historical stories for a nearby community museum with a model of an aircraft that crashed into a house in bad weather. Recently the Club took on a restoration of an aircraft model that expanded into historical research that gave the family a much better understanding of the Grandfathers experience flying a Hawker Typhoon in World War II. Our best-known work is a dis-



play at the St. John's International Airport as part of a Memorial to Newfoundlanders who have served and sacrificed in WWI and WWII. This depicts period aircraft built by IPMS St. John's members.

On October 28th this year, we will be holding our 6<sup>th</sup> consecutive Model Competition and Display. It will be the 24<sup>th</sup> show we have had since the start of the Club. This Show has grown each year and we have seen attendance increase to over 200 at the 2017 Show. Our goals were to provide a venue for the local modeling community to display their work, and grow our membership. We see a vibrant modeling community in the region, many outside of the club who have been winning in many of our Show categories. The Show has also helped us grow our membership by over 75%. It has also made the club financially healthy to help us fund the Show, support merchandizing with branded clothing, and Pizza nights for special occasions a couple of times a year.

The success in growing our Show depends on us continuing to hold the Show every year. We decided after the 2013 Show to make this an annual event.

This means that every year we need to do something different to create interest. We want the folks coming to the show to take something positive from it and tell others about the great time they had so that more people will come the next year. In 2017 we moved to a new and bigger venue. We had some very interesting model related guests, seminars on building techniques and chances to win prizes through raffles. This kept the event entertaining and made it an all-day event, which brought great feedback.

In addition to our Show we exhibit and promote the Club in a local public convention called Avalon Expo. We will be attending again this year. Av EX 4 is August 24-26, 2018 at the Remax Center.

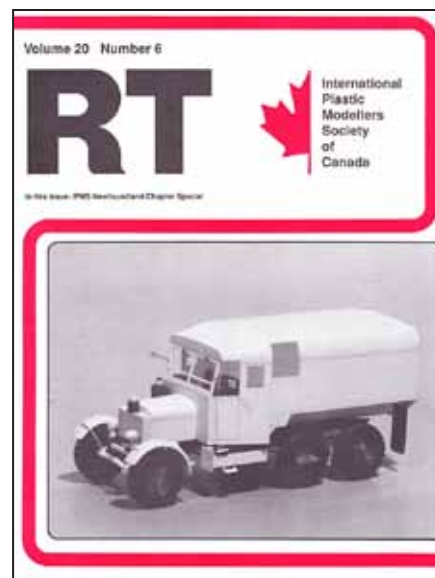
Original members were asked recently how the Club has changed in the last 40 years. The common theme was that there was lots of leadership that makes for a strong club with many dedicated members.

This is not the first time IPMS St. Johns has been profiled by IPMS Canada. RT Volume 20 Issue 6 was devoted to IPMS St. John's when the Club undertook several projects to fill the magazine. Truly a high point of the Chapter history.

Club site <http://ipmssj.blogspot.ca>  
Facebook "IPMS St. John's"

IPMS St. John's Model Show and Competition 2018  
Holiday Inn, Portugal Cove Road, St. John's NL  
Sunday Oct 28, 2018 9:30 AM – 5:00 PM

Show site <http://ipmssjshow.ca>







## Flight 797 nostalgia...

The story on Air Canada Flight 797 brought back some memories. I, too, have a personal connection to it, of sorts.

After graduating from college in 1973, I began a career in regional governmental associations which involved me in health systems planning, certificate of need review, and emergency medical services (EMS). There was at that time in the United States a federal initiative to improve local EMS through grants for planning, improved training of personnel, and equipment purchases, and in 1976 I took the job of Regional EMS Coordinator for Northern Kentucky EMS System (NKEMSS), an eight-county association of EMS providers and hospitals. With our initial grant I purchased several new ambulance vehicles for local services, including Florence Rescue of Florence, Kentucky, where I lived, where our office was located, and of which I was a volunteer member. Florence Rescue was at the time one of several back-ups to the emergency services at Cincinnati/Northern Kentucky International Airport (CVG), which is actually located across the Ohio River from Cincinnati just west of Florence in Boone County, Kentucky.

By 1983 I was no longer working in Kentucky, having moved to Connecticut to work in EMS communications. On the morning of June 3, 1983, I opened up my morning Hartford Courant newspaper to see a photo of the burned-out DC-9. There in the foreground of the photo was the ambulance of Florence Rescue, the letters "NKEMSS" clearly visible on the lower right body panel. It was the ambulance I had purchased for that service six years previously. Other services no doubt responded to CVG on that horrible day, but I was then and remain to this day proud of the response of my "home" EMS organization to that tragedy as well my own small role, albeit tangential, in providing assistance.

I'm a folk music fan but had not known of Stan Rogers until just recently, and was stunned to learn that he was one of the casualties of Flight 797 His death was a major loss to folk music.

Michael McMurtrey  
Carrollton, TX

## The Free Decal Sheet...

Well boys, you hit it again, another great decal sheet!!! You nailed it once more..I met a fellow just recently, who is a scale model builder, and I told him about IPMS, and he checked it out and joined right away.... Maybe an idea to look at for a future decal sheet, is former Canadian Helicopter companies? I'm sure there are some rotor heads out there... I know I'm one.. excellent job on the current sheet... Love Cagney's HGO! Thanks again, job well done, take a bow and a 'hero' cookie

Jeff Robinson , C4036

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Hi Steve & all other **RT** Vol 40 #2 contributors: I would really like to sincerely thank all the contributors to this particular volume for their hard work, research, anything else that ended up with one of the most unique all Canadian (FREE) decal sheets IPMS Canada has ever produced. Thanks so very much. ( It also helped me unclog my brain (?) and end a modeling drought nearly a year old) Cheers!

Bruce Hilton, C1405, Stratford ON

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Some suggestions if I may: I recommend that the volume and issue number of the **RT** that accompanies the respective decal sheet be printed on it. That would greatly facilitate one's ability to find the appropriate issue where details on the decal subject are published. As you know, these are generally stored separately.

Likewise, the **RT** issues for all available decal sheets as displayed on your website should be noted for each, along with the subject description (may help move the back issues).

Finally, a master list of all decal sheets created by IPMS Canada with subject details and the associated **RT** issue would be most helpful. This could be posted on the website as a PDF and a reminder to readers of the great work that has been done in the past and what they are / were missing by not being members. Cheers,

David E. Brown , IPMS Halifax



*Some excellent suggestions, David. The next free decal sheet is already printed, but any future decals should, indeed, be referenced to the appropriate **RT** issue. Thanks for the idea!*

Some interesting feedback from members commenting on ND Bob Migliardi's question in the last issue, re moving to an elected national executive.



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I suggest keeping the current “benevolent dictatorship” based in Ottawa. As Prime Minister Mulroney once said, “the countries of Europe have too much history, Canada has too much geography”. Even in the age of Skype nothing beats person to person meetings to get things done and there are contacts with printers and such to retain. Besides, enough people gravitate (or are gravitated by such bodies as the Canadian Forces) to Ottawa to keep a flow of fresh blood running through the veins of the national executive.

Dave Fletcher, IPMS #390

*Ed Note: Actually, there are currently five exec members in Ottawa, and six from out-of-town who attend the meetings by Skype. Three are in Ontario, one in Alberta, one in B.C., and we have a lend-lease Social Media Co-ordinator living in the Seattle area!*

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Not a good idea, if it ain't broke, don't fix it. Given the agony it is trying to get someone to be a local executive member, I can't see many people volunteering for a national spot.

Klaus Meyer

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Regarding Bob's comment in latest *beaverTales* re. electing a national executive for IPMS Canada: I'm in the “it ain't broke, so don't fix it.” The changes would, as you allude to, be incredible and result in complication. The 1960s & 1970s are long gone, & while we are getting better models than ever, modeling is an old man's game for the most part. The current structure of IPMS Canada has worked well.

I am sure many of you are tired of being the people at the top, but modern communications such as Skype & e-mail for reports would enable ANYONE in Canada to be part of the National Executive.

So my input--don't change the leadership structure.

Bob Shoop

Another excellent read. I was pondering your inquiry regarding the perceived need to elect officials at the national level. Frankly, this is very much a case of ‘If it isn't broken, do not repair it’. One of the charms of IPMS Canada is that it isn't full of itself as is IPMS/USA. Several dealings with the US national level folks have all turned out making me wish I'd never dealt with them. They are quite insular, a feeling I've never had with IPMS Canada. I think you folks do a grand job and appreciate all the work that you put into the organization.

Scott Van Aken

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With regard to the query in **RT** and **BT** — I remain firmly in the “If It Ain't Broken Don't Fix It” camp.

James A. MacKenzie C2465

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### Re Associate Membership...

I think it is a bad idea. Membership support **RT**. Without that support would you be able to publish?

Brian Francis

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### And more on the Free Decal Sheet...

I received the latest RT this week--the decal sheet inspired me to pull out my slightly-started Beech 18 Bugsmasher (C-45H--exact kit for the sheet) & make it w/ the early RCAF maple leaf markings. Great!

I think I may have in the kit stash a 1/72nd Hasegawa Spitfire I (not a bad kit--was state of the art in 1975) which would work well in the 1st RCAF Spitfire scheme. And if I find a Matchbox/Revell Norseman--that black & orange scheme (I assume it would be gloss black & gloss orange)--that's another one for the sheet.

I looked at Hannants for the 1/72nd RS Yale kit--but too expensive right now. But I love that decal sheet!

Bob Shoop, C-5495

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Just a few words of appreciation for the superb latest edition of RT and every article in it. I don't think that I have ever seen such a consummate combination of history, knowledgeable comments on details and excellent decals before. Congratulations to all hands!

Carl Vincent, C154

**BACK TO BASICS**

**JUST WHAT  
IS THIS**

# FS 595?



Federal Standard 595 is the US Government specification on colour (and has also been adopted by the Canadian government). Anything the Government has painted will have a Fed Std 595 colour call-out. Colours for tanks, aircraft, ships, uniforms, the yellow line down the middle of the road, washrooms in the Pentagon... they're all specified with 595 colours.

The initial specification was released in March, 1956 with 358 colours. Revision 'A' was issued in January 1968 and contained 437 colours. Revision 'B' was released in January 1994 and contained 611 colours. Revision 'C' (i.e. FS 595c), the most recent, was released July 31, 2008, and contains 650 colours.

The spec is available in 3 formats: a fan deck (image above), a 3-ring binder with pages of chips, and a set of 3"x5" cards. The fan deck and binder are for reference only. The 3x5" cards are what the 'gum-mint' inspectors use to check applied colours.

Unlike some other colour standards, the colours in the Federal Standard 595 set have no official names, just five-digit numbers. The 595C Specification Book does include some unofficial generic names, but in many cases the same name has been used for multiple colours. FED-STD-595 colours should always be specified by their 5-digit number. Just what do these numbers signify?

The first of the five numbers can be 1, 2 or 3, and it indicates the level of gloss:

- 1 = gloss
- 2 = semi gloss
- 3 = matt, flat, or lusterless

The second number of the FS code indicates a general colour classification group;

- 0 = Brown
- 1 = Red
- 2 = Orange
- 3 = Yellow
- 4 = Green
- 5 = Blue
- 6 = Grey
- 7 = Other (white, black, violet, metallic)
- 8 = Fluorescent

The remaining numbers (third to fifth) provide a 3-digit indication of approximate intensity. Lower values generally indicate a darker colour, higher values are typically lighter colour. The numbers have been assigned with gaps to allow for the addition of new colours as they're introduced. Fed-Std-595 is a colour collection, not a complete colour system, and this has the following implications:

The existence of a colour chip 1xxxx doesn't necessarily mean that there is a colour chip for 2xxxx or 3xxxx. In fact, the vast majority of shades only have chips for 1 or 2 gloss levels. Colours are only added as and if required.

There can also be small differences between chips of supposedly the same colour, but of different gloss levels. You should not assume, therefore, that FS 20032, if it existed, would be exactly the same colour as 10032.

Today there are numerous FS 595 colour sets that can be found online. Some of these colour samples may have been scanned from actual chips, or they may have been created from RGB references (that's scientific computer colour-talk, folks... don't worry about it). In a pinch these should work to get a quick idea of a particular colour, but they may or may not be bang on the actual paint colour. Different monitors will also reproduce the same image slightly differently. Here are several examples of "FS 13538" Googled online. Probably good enough to see that it's an orange-yellow, but use or mix the wrong one and the nit-pickers will surely pounce!



The upshot of this is that if you want an exact match for a paint colour, you should match to an actual sample chip of paint, not a screen image.



## OK... so what's the catch?

Well, there are two. First, these FS 595 fan decks are very expensive, selling for around US\$150.00. So, you would have to be very serious about your modeling and very finicky about your colours to want one!

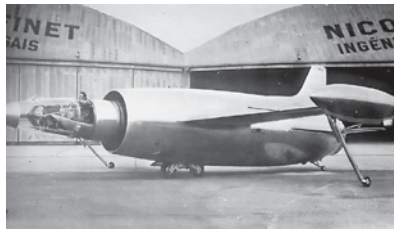
Second, the FS 595 *no longer exists!* (Huh!?) The spec has been cancelled by the US government. However, while the government spec was cancelled, they allowed the SAE (*Society of Automotive Engineers* – an organization responsible for standards in the engineering world) to take it over. So, it is now known as **SAE AMS-STD-595**, “Colors Used in Government Procurement”. Note that their “A” version is the same as the former FS 595 “C” version.

Here's how it looks now – essentially the same except for the cover. If you really want to get one of



these you can visit <https://www.sae.org/servlets/paintChips.do?method=load&contentType=RM&prodGrpCd=B60>

Now there's a diorama idea!



Remember the Leduc 021 from last issue's “Weird Aircraft” article? We recently found this photo of test pilot Yvan Littolff being stuffed into the cockpit of this thing, looking absolutely terrified. Or is he struggling to get out?! Either way, a neat little diorama or vignette... if you could modify a figure to duplicate that expression!







...with the recent free decal sheet you received in your last **RT**. But, as we always like to say, “it’s not a problem – it’s an opportunity”. In fact, it makes building your model even easier! Here’s some feedback from member Bruce Mackie...

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*I have some concerns with the research in the Expeditor article in the latest RT.*

*Firstly to say that the post-war Expeditors had the long nacelles and extended inner leading edges is wrong in that it only applies to post-war constructed or rebuilt aircraft and not to all in service. The ones constructed during the war had the short nacelles and no wing extensions and many of these served after the war in Canada before being rebuilt or replaced by the newer version. This is shown graphically in your article with the “VC-era Mk3” picture on the bottom of page 17 which clearly shows a picture of a short nacelled Expeditor in the ICAO underwing codes and thus post war.*

*Secondly the late model Expeditors as well as having the long nacelles and inner wing extensions also had a slightly higher roof line over the cockpit and this is shown if you compare the picture on the bottom of page 17 that I mentioned above (early short nacelled) and the picture of the late (long nacelled) machine in the picture at the bottom of page 18. Look at the area above the eye-brow windows over the cockpit and see how flat the area is above on page 17 photo and how much higher and more rounded it is in the late Expeditor on page 18. This is a difference between early and late Expeditors that is not often talked about and certainly not provided for in the Belcher 1/48 conversion (but could easily be remedied by judicious addition of some material to the cockpit roof and some sanding).*

*Finally getting to the subject of the decal sheet as pictured at the top of page 16. If this plane was indeed part of 1943 production as shown by the US serial (43-35861) then it would have certainly been built as a short nacelled machine. While it may well have been rebuilt by the time it went into storage in 1964 and struck off later in the same year, I highly doubt that it had been changed by 1947/8 the time of the picture. While the picture is not the clearest, I see the sudden slope change of the short nacelles over the wing (as opposed to the more gradual slope of the long nacelles). Furthermore, again look at the area over the eye-brow windows which is much flatter like the picture on the bottom of page 17 (short nacelled machine) and not like the higher and more rounded roof line of a long nacelled machine as shown in the photo on page 18. The subject aircraft is almost certainly a short nacelled machine at the time of the photograph.*

*I have a secondary concern in that in the picture at the bottom of page 17 (and I certainly admit that this is only my impression) I don’t see any sign that the inside upper nacelles are painted black for anti glare purposes, unlike the machine in the photo above on page 17, and I believe that this is again more of a long nacelled machine practice. I do not recall seeing short nacelled machines with such anti-glare panels generally. While Mr. Migliardi’s drawing on page 16 clearly shows the situation in the upper photo on page 17, I have some doubt it applies to the decal subject machine but I would leave that to the discretion of the modeller.*

*To end on a high point, the rest of the issue looks just great and thanks for the decal sheet with very interesting subjects and nice information on same. While I’m not interested in the XP-40 markings personally, I’m sure some US modellers would be very interested in just obtaining the “Wright” Field arrowhead from the sheet so we should keep that in mind, for trade purposes. All in all another entertaining issue and thanks for all your hard work as always.*

Cheers

D. Bruce Mackie, C3092

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**ED NOTE:** While the ‘post-war’ Expeditors/Beech 18s were indeed built or modified with the longer nacelle rear portions and extended inner leading edge, the raised cabin is unlikely. It was with the much later commercial “Super 18” that the cabin was raised 6”. See Otis Redding’s H18 in the January 2018 issue of *beaverRTales* for some good images. Also, the anti-glare area on the nacelles was applied to (at least some) short-nacelle aircraft, as evidenced by the photo on the next page.

## ...and from Bob Parmerter...

(edited for length)

I enclose a history of RCAF 1414 as I extracted it from the RCAF aircraft record card. For information about the 1952 MacDonal Bros modification to 3T, I quote from my 2004 book, page 92 "Beech 18: A Civil & Military History" (kindly referenced in the article):

"In December 1951, the RCAF ordered \$1 million worth of Beech replacement parts, including center sections, for MacDonal Brothers to use in modernizing 80 World War II RCAF Expeditor Mark I and II models. Forty-six Mark Is and 34 Mark IIs were completed as Mark 3T models, and were similar to the 280 new production 3N and 3NM models that Beech was manufacturing for the RCAF at the same time. The new installations included: the center section truss; main and tail wheel landing gear; Goodyear single-disc brakes; longer overwing nacelles; extended wing leading edges inboard of the engines; Hamilton Standard Hydromatic propellers; instrument panel; nose fuel tank; 20-g seats; controls; radio; and navigation equipment. These Model 3Ts served through the 1960s, having the last three struck off service in April 1965 after 20 years of dependable service. Although Beech service engineers worked closely with MacDonal on the 3T program, these 80 aircraft were remanufactured in Canada in accordance with the RCAF Requirement RM 1-29 and Beechcraft Model Specification 139."

As for the mention of a "slightly higher roof line over the cockpit," I don't believe that this is true. No where have I seen any reference to a difference in cockpit or cabin roof height in the wartime C-45B/F models and the D18S / 3T/ 3N/ 3NM/ 3TM post war models. Two other differences besides the longer nacelles and extended inner leading edge, that do differentiate wartime & post war production are the distinctively different landing gear struts (wartime "dog-house" strut & the smooth curving strut post-war) and the post war H-S Hydromatic fully feathering props with their dome hub in contrast with the WWII stubby hub H-S 2D30 props, sometimes covered with a hub metal dust cover & sometimes not. I am very interested in the mention of the ICAO code use



on Expeditors and love the photo of VC-FBH. This is new information to me.

History of c/n 6613 C-45F 43-35861 USAAF diverted to RAF Lend Lease as HB 263, however, on the RCAF aircraft record card, Lend Lease is crossed out. It was actually to RCAF as Expeditor II 1414 by direct purchase. 16 Jun 44 Stored Reserve (SR) with #2 Training Command Winnipeg. 27 Sep 44 No. 1 Training Command. 15 Jan 45 No. 1 A.C. 27 Nov 45 Administrative Unit, Uplands 9 Aug 46 No. 9(T) Group Rockcliffe 7 Feb 47 W.R.M.C. 6 Repair Depot 7 Feb 47 AOC 9(T) Group (Air Officer Commanding) 1 Apr 48 Air Transport Command Jun 52 - Dec 52 MBA modification to 3T as per RCAF Requirement RM 1-29 9 Dec 52 Air Defence Command (ADC) 14 Mar 54 10 Technical Service Unit (MacDonal Bros) Retrofit modifications 1 Jun 55 Training Command 22 Jan 58 BAW for Reconditioning RR 2-12 22 May 58 TC 402 Sqn Winnipeg 15 Feb 61 ADC 442 Sqn Aux Sea Island 7 Apr 61 ATC 442 Sqn Aux Sea Island 21 Nov 62 Inactive Reserve (IR), Calgary 2 Jul 63 Serviceable Reserve (SR), Calgary 17 Jan 64 ADC 104 KU (Composite Unit) St. Hubert 21 Sep 64 Awaiting disposition (Afdal) 1005 Technical Service Detachment, Saskatoon 2 Aug 66 Crown Assets Disposal Corporation (CADCO sold to Northland Airlines Ltd., Winnipeg. No record of a civil registration allotted to it for Northland, probably used for spares.

Bob Parmerter  
Historian, Beechcraft Heritage Museum

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## OK... and just how could this be called an opportunity?

Well, it would mean that you could now build your Expeditor stock from the kit, without having to convert the airframe. An even easier build than we thought!



# REVIEW

IN-BOX REVIEWS OF KITS FOR BUILDING  
CANADIAN SUBJECTS

Kim Elliott takes a look at the  
**ESCI CF-5 kits**



The Canadair CF-116 Freedom Fighter (CF-5A) is the Canadair licensed-built version of the Northrop F-5 Freedom Fighter. The first CF-116 was rolled out on 6 February 1968. The new unified Canadian Forces took delivery at the end of 1968. Production by Canadair for the Canadian Forces was 89 single-seat aircraft, and 46 dual-seat aircraft

Compared to the Northrop F-5, the Canadian CF-5 had several modifications to make it more suitable for operating in Canadian conditions. The Canadair version featured a two-position nose landing gear; compressed it operated like the original, but extended (before takeoff) it raised the nose and thereby increased the angle of attack and increased lift. The system reduced takeoff distance by almost 20%. A midair refueling probe was installed. Orenda built General Electric J85-15 engines with 4,300 lbf thrust were used, and a more sophisticated navigation system was added. The nose of the CF-5 was also interchangeable with a specially designed reconnaissance nose with four cameras in it.

Initially 433 Squadron (CFB Bagotville) and 434 Squadron (CFB Chatham) were the only two squadrons to operate the CF-5. It was intended that three squadrons would fly the aircraft, but due to budgetary restrictions, the excess aircraft were put into storage. 434 Squadron was assigned to do lead-in tactical fighter training for the Canadair CF-104 Starfighter, but transitioned to the role of a rapid reaction squadron, being ready to deploy to Europe at short

notice in the event of hostilities. The training role was adopted by 419 Squadron at CFB Cold Lake; it would continue to provide jet training, dissimilar air combat training (wearing quasi-Soviet “aggressor” paint schemes), and serve as a lead-in fighter trainer for the McDonnell Douglas CF-18 Hornet until the aircraft was retired in 1995. All remaining airframes were put into storage at CFD Mountain View.

**CF-5A** : Single-seat fighter version for the Canadian Forces, designation CF-116A. 89 built.

**CF-5A(R)** : Single-seat reconnaissance version for the Canadian Forces. Built in small numbers. Canadian Forces designation CF-116A(R).

**CF-5D** : Two-seat training version for the Canadian Forces, CF-116D. 46 built.

Compared to USAF F-5s, the CF-116 also featured:

- provision to carry the 275 gallon underwing fuel tanks,
- slightly larger main intakes for the more powerful Canadian Orenda engines
- two split air intake doors aft of wing on both sides of the fuselage
- different cockpit main instrument panel

(source: Wikipedia/Canadian Warplanes Harold A. Skaarup)

## Kit Review

ESCI 1:72 “Skoshi Tiger” F5 - RF5 (CF - 116A) #9038  
ESCI 1:72 F-5B Northrop (CF-116B) #9035

These two kits were issued by ESCI in 1983, and subsequently by Revell, Italeri, Esci/Ertl/AMT, and Wolfpack. The sole differences between the two original issues were the decal sheet, and forward fuselage, to accommodate single or tandem seating. Both kits include Canadian markings. In addition, the single seater has the in-flight refuelling probe, optional reconnaissance nose, and underwing stores. The kits appear to cater to differences to the USAF model, although in 1/72 scale, the effect is not pronounced. As originally issued, the quality of plastic and moulding is very high. Panel line detailing is crisp and recessed. There is a small error in the inner pylons #36C and 96C next to the main gear - these should be moved 2 mm outboard. Although the cockpit detail is quite good, an aftermarket ejector seat plus detailing will improve the ‘pit. The single seater provides markings for Canadian, US, and Spanish service; the twin seater has Canadian, US, Norwegian and Dutch air forces. Decals are adequate, but if original 1983, would be best replaced by any of the many Canadian sheets now available.



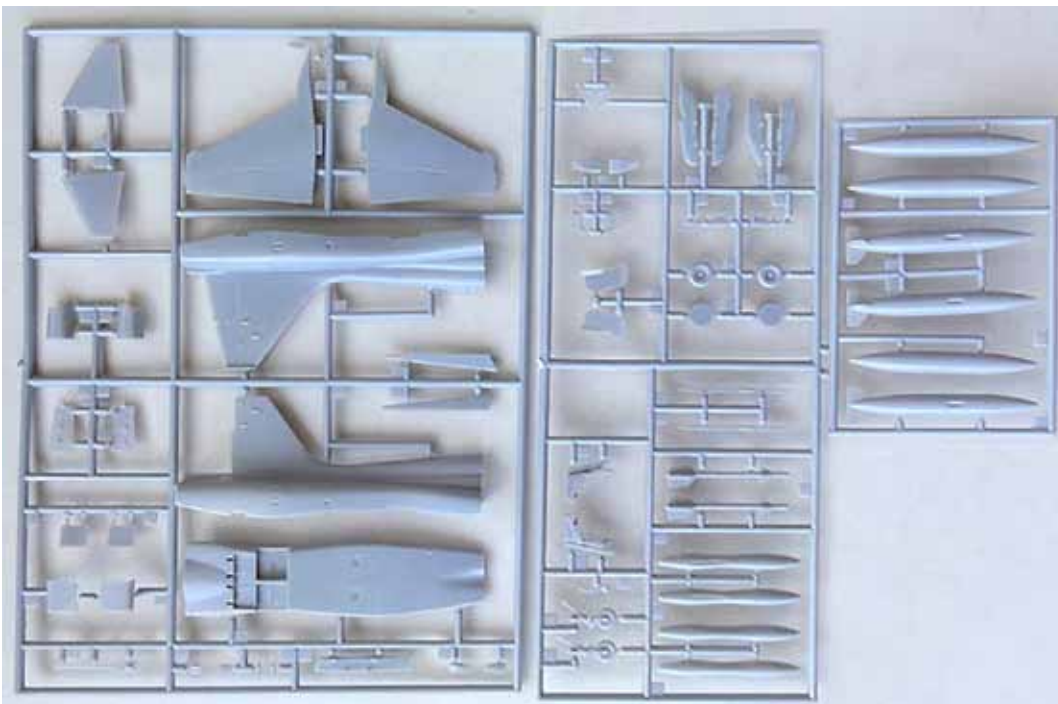
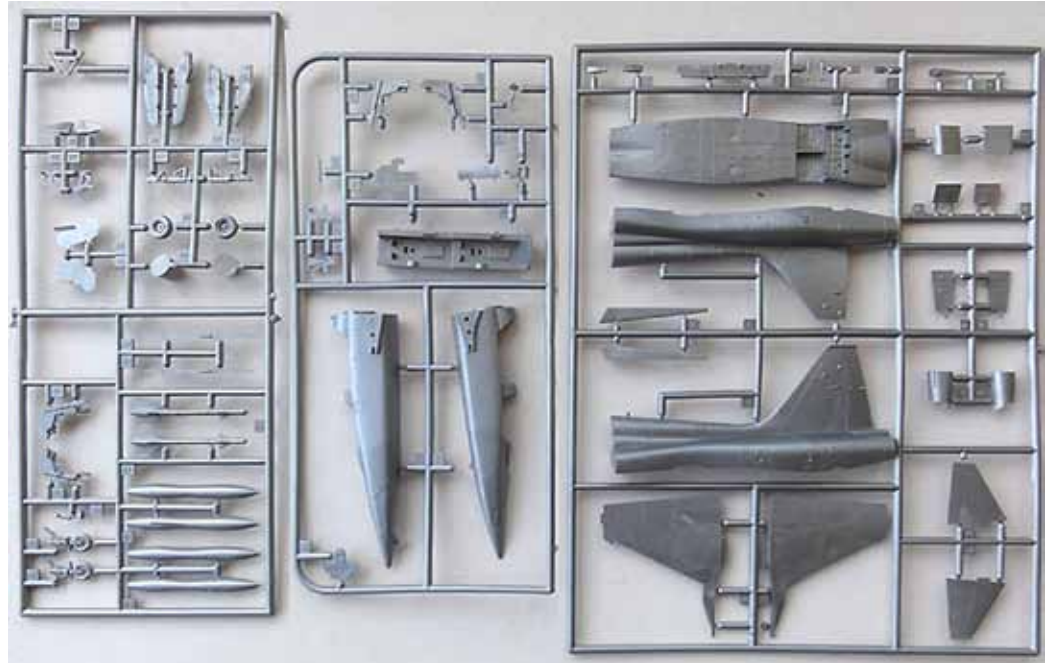
Although 35 years old, this is still the best choice of Freedom Fighter in Canadian service. Whether in an original ESCI box or subsequent re-issues, it is highly recommended.

date of review: June 2018

References:

Canadair CF-5 Canadian Profile #4 Bob McIntyre, R. Beussart, B. Migliardi 1985

RT (Random Thoughts, the magazine of IPMS Canada) various articles, authors, dates



Canadian Warplanes, Harold A. Skaarup 2009

[http://www.joebaugher.com/usaf\\_fighters/f5\\_21.html](http://www.joebaugher.com/usaf_fighters/f5_21.html)

[https://en.wikipedia.org/wiki/Canadair\\_CF-5](https://en.wikipedia.org/wiki/Canadair_CF-5)

<http://www.airliners.net/photo-albums/view/CF116-Freedom-Fighter/22568>



The following four pages originally appeared in the Summer 2011 issue of the CAHS Journal. As you recently received Spitfire L1090 markings on your first free decal sheet, we thought you would like to see some more background on this aircraft. We thank the CAHS Journal and author Carl Vincent for allowing us to present this.



# *The* NORTH AMERICAN *Saga* of SPITFIRE L1090



The newly repaired Spitfire draws attention after its arrival at Uplands.

Top: The two fighters are about to be taken up. It is uncertain at what stage of the flight program this is – it appears that a US pilot is going to the XP-40 and an RAF/RCAF one to the Spitfire.

both CF photo via  
the TONY STACHIW collection

THE EVENTS OF MAY 16, 1940 AT RCAF UPLANDS, IN OTTAWA WHEN SPITFIRE L1090 FLEW IN COMPARISON TRIALS WITH A UNITED STATES ARMY AIR CORPS (USAAC) XP-40 and at Malton on 2 to 5 June when the same Spitfire was flown in order to test the Franks flying suit have been described on a number of occasions at varying lengths and with differing degrees of accuracy. However, the presence of the two aircraft is usually noted, but never accurately explained. As far as the XP-40 is concerned, while the Royal Canadian Air Force (RCAF) and Royal Air Force (RAF) were naturally pleased to have the opportunity to examine a modern Allison-engined US fighter, its presence was primarily as a sweetener so that the exceedingly eager (USAAC) and United States Navy (USN) would have an opportunity to get their hands, even temporarily, on a Spitfire – something that was surprisingly high on their wish list. As for Spitfire L1090, the impression most frequently given was that it was in Canada by the grace of some benevolent genie at the Air Ministry, who promptly whisked it back to the United Kingdom (UK) when the tests were done. The truth is somewhat different and while the presence of the Spitfire at the right place and time was fortuitous, the story of its brief North American sojourn is of considerable interest.

by Carl Vincent

Spitfire Ia, RAF serial L1090, manufacturer's number 305 was completed at the Supermarine erection facility at Eastleigh and made its first flight on August 24, 1939. It then (August 29, 1939) went to 36 Maintenance Unit, Sealand, from whence, at an unknown but presumably early date, it was shipped to the US. Its intended destination was Wright Field, Ohio, the Headquarters (HQ) of the USAAC's Materiel Division. However, it never reached this destination, getting no further than a New York dock or warehouse.

The early part of the North American story of Spitfire L1090 is derived from the official correspondence with RCAF Headquarters of W/C George Pirie, RAF, the British Air Attaché in Washington. On January 29, 1940 he inquired whether the RCAF would accept a Spitfire for storage, presently in New York. Four days later he elucidated in more detail by stating that: "Soon after the outbreak of war the Spitfire was sent from the UK on loan to the United States in exchange for a US fighter not yet dispatched." This last has proved to be somewhat of an enigma as research has not, to date, revealed the identity of the mysterious US fighter. Some sources claim that the Spitfire made it all the way to Wright Field, but that is certainly not the case, both on documentary evidence and the subsequent indications that it was obvious that the US Army and Navy had never set eyes, let alone hands, on a Spitfire. W/C Pirie went on to say that for "political reasons" the Americans did not want the Spitfire flown in the United States – presumably because, as the exchange had not been effected, the Spitfire was still a foreign warplane. Therefore, both for financial and administrative reasons it would be better if the Spitfire was in Canada and temporarily on RCAF strength. He then added that there would be no objection to RCAF or (not too subtly) US pilots flying it during its sojourn in Canada.

The RCAF willingly acquiesced, and on February 20 the Spitfire arrived at Rockcliffe. When it was uncrated it was found that at some point during its journey by rail, and because of a poorly designed or constructed crate, it had been damaged. The fin had been badly crushed and

» One suspects a certain amount of wheeling and dealing **behind the scenes by W/C Pirie** in which he took advantage of the Americans' **craving to examine the Spitfire** to create an opportunity to **examine the latest US fighter...** «

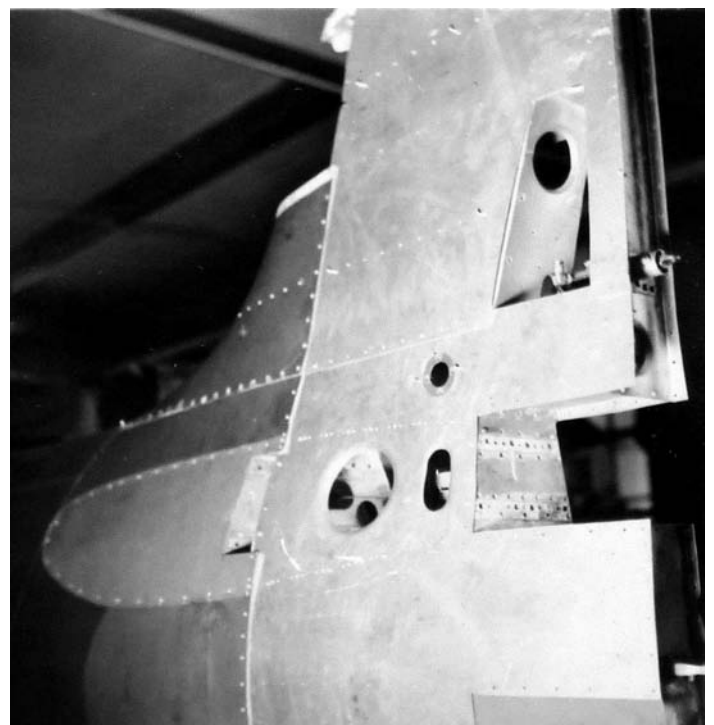
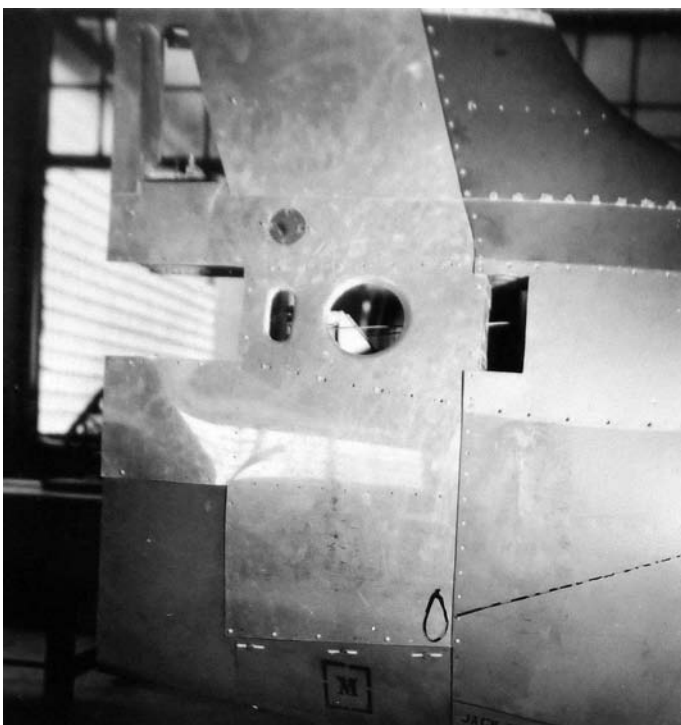
it was feared that this damage would extend to the fuselage. The starboard tail was slightly damaged while the spinner was dented. On March 4 Wing Commander (W/C) Pirie anxiously wrote: "Has the Spitfire been unpacked and reassembled? As soon as it is, General Arnold, Chief of the US Army Air Corps and, I think, Admiral Towers, Chief of the Navy Air Service, would like to come up and have a look at it, of course as unobtrusively as possible. Later they would like to send several officers and technicians to inspect it."

By this time the engineering personnel at the RCAF's No. 1 Aircraft Depot had been able to thoroughly examine the damage to the Spitfire and judged that the injury to the fin was fairly serious. However, they considered that, despite the total lack of Spitfire drawings they could reproduce the damaged structural components and restore the aircraft to flying condition, but that it would require several weeks. As time passed, the estimate grew longer until the final (and correct) date of May 15 was produced. The work was eventually carried out by No. 6 Repair Depot in Trenton, Ontario.

While the work was being done, W/C Pirie was in continual contact. On April 4 he wrote that he was constantly being queried by the USAAC and USN as to "when they can see the Spitfire." This was followed on April 24 by: "I am being hard pressed by the Army and Navy about their seeing it and possibly flying it." While the type had not yet achieved the mythic status that it would attain a few months later in the Battle of Britain, and while the Americans had pride and confidence in their own new designs, the Spitfire was still a production high performance fighter far more advanced than those in actual US service.

**Work in progress: It is to the RCAF's credit that the Spitfire's damage was competently repaired without manuals or drawings.**

file photos via  
ELIZABETH VINCENT





Wing Commander Wilbur R. Franks OBE, MB, MA. An official portrait taken later in his career when he was head of RCAF Aviation Medical Research, Overseas 1941-1944.

courtesy of  
Defence R&D Canada-Toronto

The RCAF was happy to cooperate, but faced other difficulties besides the damage to the Spitfire. The main RCAF airfield in the Ottawa area, Rockcliffe, was, in late 1940, temporarily unserviceable, while the other facility at Uplands was restricted to very limited commercial use to permit new runway construction for its future role in the British Commonwealth Air Training Plan (BCATP).

On May 2 another communication from W/C Pirie indicated that he had been very busy. He informed the RCAF that the US War Department now wished to send to Ottawa a party of 12 including the Chief of the USAAC Materiel Division at Wright Field and its two senior test pilots, and that they would be bringing with them "the sole P-40 in existence." Also, in return for allowing them to fly the Spitfire they would be glad to have two RCAF or RAF pilots fly the P-40. They wished as well to have the opportunity to compare the two aircraft both in the air and on the ground. In addition, apparently some US manufacturers would like to examine the Spitfire, and, if such a request were made, there would be no objection. One suspects a certain amount of wheeling and dealing behind the scenes by W/C Pirie in which he took advantage of the Americans' craving to examine the Spitfire to create an opportunity to examine the latest US fighter – something that would normally be extremely difficult. The next day Captain MA Mitscher, USN, Acting Chief of the Navy's Bureau of Aeronautics (later a distinguished Second World War carrier admiral) asked, and received, permission to have three USN representatives accompany the US party.

In May the RCAF was making preparations for the visit. Liaison was established with the Department of Transport so that commercial aviation would stay away from Uplands on the date and arrangements were made for stocks of 100 octane fuel to be available there. Squadron Leader (S/L) EA McNab, Commanding Officer of 1 (Fighter) Squadron, now based with its Hurricanes at Dartmouth, Nova Scotia, was recalled to be the



RCAF test pilot. W/C FV Beamish, later to be a highly respected fighter leader until his death in action, was to be the RAF representative.

Then, to the horror of the RCAF, on May 11, the Spitfire's engine became unserviceable due to supercharger trouble. There was no time to wait for the RAF to supply a new engine, so the RCAF asked permission to install one of their own Merlin III's, presumably a Hurricane spare. This was done on time.

The US party arrived by air on May 16, though not before a certain amount of wrangling concerning protocol between the RCAF and the Department of External Affairs. The final

numbers appear to have been eight USAAC representatives under Major KB Wolfe, plus three from the USN. The flights and examination of the aircraft appear to have been carried out without incident and the US personnel and the XP-40 duly departed. Rather than attempt to summarize the results and comparisons, the RAF/RCAF report and the RCAF notes of the USAAC's impressions are printed on page 57. It is ironic that, regardless of the RAF's opinion of the XP-40, it was rapidly being overtaken by events in Europe. By May 16 the *Wehrmacht's* armoured columns had made their breakthrough and within a few weeks Britain, alone but for the Commonwealth, was spending heavily from rapidly diminishing resources on almost anything that could fly – including Curtiss fighters.

Spitfire L1090 had one more important task before it left Canada. On May 21 the British Supply Board requested that the Spitfire be packed and shipped to the UK. Three days later the RCAF peremptorily informed the Air Ministry that it would be keeping the Spitfire for another six weeks in connection with research work at the Banting Institute in Toronto regarding pilots' clothing. It was "anticipated that the results would be of very great value." The "pilots' clothing" referred to was actually one of Canada's greatest contributions to aviation medicine and to air combat – the Franks flying suit. This

The XP-40 at Uplands on 16 May 1940. The Spitfire can be seen on the right.

CF photo via  
the TONY STACHIW collection



» **Spitfire L1090** had one more **important task** before it **left Canada....** in connection with **research work** at the **Banting Institute** in Toronto... «

suit, designed to protect airmen from the effects of gravity, acceleration and deceleration in high-speed flight and manoeuvres had been developed by Dr. Wilbur Franks. Having progressed from mice encased in condoms through an elementary design tested by Dr. Franks himself in early 1940 in a Fleet Finch, the next stage in development required a high-performance aircraft and a skilled and experienced pilot to test its effectiveness. And so, on June 2, 1940, near Toronto, W/C D'Arcy Greig, RAF (a former member of Britain's Schneider Trophy team), in Spitfire L1090, "became the first pilot ever to use a true anti-G suit." As with W/C Beamish, W/C Greig was in Canada in connection with the establishment of the BCATP. He made further flights on June 4 and 5, when he subjected the aircraft and the suit to what he described as "almost continuous violent manoeuvres at high speed." In the course of these the Spitfire exceeded both the RPM (revolutions per minute) and dive limitations. During the dives it reached an estimated 450 mph (miles per hour). The trials with the Spitfire proved both the principle and the practicality of the suit, and continued development using the RCAF high-speed human centrifuge, also developed by Dr. Franks, resulted in a practical anti-G suit (later abbreviated to G-suit) which is still basically the suit used by pilots and astronauts. As with the XP-40 comparison flights, the reports of both W/C Greig and Dr. Franks are printed on pages 58 and 59 rather than being summarized.

Having played its part in this important project, the Spitfire returned to Ottawa where the RCAF, having prudently retrieved their own Merlin engine and replaced it with the unserviceable RAF one, prepared it for return to the UK. It had been formally on RCAF strength since February 19 and was struck off on June 25. The Spitfire was shipped from Montreal on June 27, 1940 and eventually re-entered RAF service, on August 1, 1940, ending its days as instructional airframe 3201M.

For those who wish a fuller history of the Franks Flying Suit, an article by Peter Allen, "The Remotest of Mistresses; the story of Canada's Unsung Tactical Weapon: The Franks Flying Suit" appeared in the *CAHS Journal* Winter 1983.



Above: Suiting up; Dr. Franks (centre) helps prepare a test subject.



Left: The official caption is "Dr. Franks himself before taking off on a test run." The aircraft appears to be a Fairey Battle target tug.

Below: W/C WR Franks demonstrates the human centrifuge, an essential piece of equipment in his work, for the official photographer.

Top to bottom: DRDC Images B16, C30, and D33, all courtesy of Defence R&D Canada-Toronto



CF photo PL472 via the AUTHORS collection



Left: Two such iconic objects as the Spitfire and Air Marshal Billy Bishop, VC, are an obvious photo op. Note the black undersurface of the port wing compared to the white starboard in the photo on page 52.



# Dora Wings

## 1/72 Percival Proctor Mk I in Czechoslovak Service

By Jim Bates

### Introduction:

A long time ago in a galaxy far far way...Canada...I acquired a copy of IPMS Canada's Random Thoughts (RT), Volume 11, Number 5, dated May 1978. I'm sure it was the business end of the A-10 Warthog which attracted me to the issue on the shelves of the legendary Hobby House in Ottawa, Canada. But upon opening, it was an odd British trainer that caught my young imagination: a Percival Proctor in Canadian markings. I've always been attracted to training and communication types, perhaps only because they are odd subjects not often modeled. The article, by Canadian historian Carl Vincent, mentioned a Frog Proctor, but I was unaware of that brand. So I purchased a Matchbox Percival Proctor to build the RCAF Proctor. (My only excuse is that I was young and less discerning and didn't really notice they looked nothing alike.)

Fast forward forty years and there I was at Skyway Model Shop perusing the new release shelves when a familiar name was spotted in an unfamiliar box: a 1/72 Dora Wings Percival Proctor Mk. I. It was immediately purchased, with my own memories of the old issue of RT magazine taking centre stage. In the ensuing years, Carl Vincent had become a friend and he had sent me scans of the photos from that article. Of course I had located a Frog Proctor on E-bay, but, well...it is a Frog kit...and I had never worked up the courage to begin.

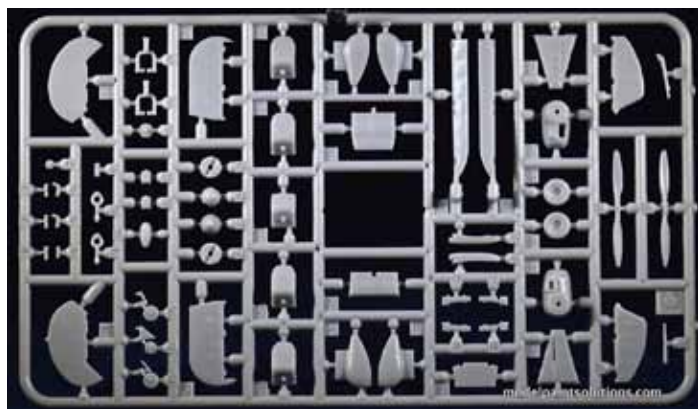
To shamelessly steal from Carl's article,

*"The Percival Proctor was a military version of the Percival Vega Gull which first flew in 1935 and was quite popular in the last half of the decade. The first Proctor flew in October 1939, and a total of 892 (147 Mk.Is, 50 Mk.IIs, 437 Mk.IIs, and 258 MK.IVs), all basically similar (except for the Mk.IV which had a deeper fuselage) were proceeded for RAF use as communications aircraft and wireless trainers during the Second World War."*

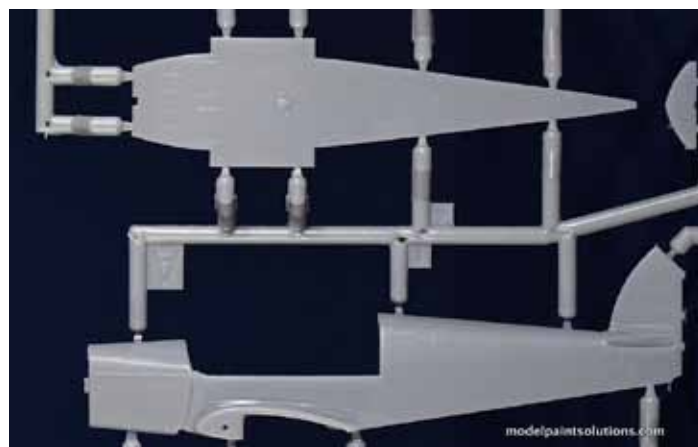


### In the Box:

Dora Wings is a newer model manufacturer from the Ukraine and all signs pointed to them producing nice models. Upon lifting the lid of the smallish box, I found three grey sprues, one clear sprue, decals, a set of vinyl masks, a film instrument panel, and a small photo etched sheet. The instruction sheet is

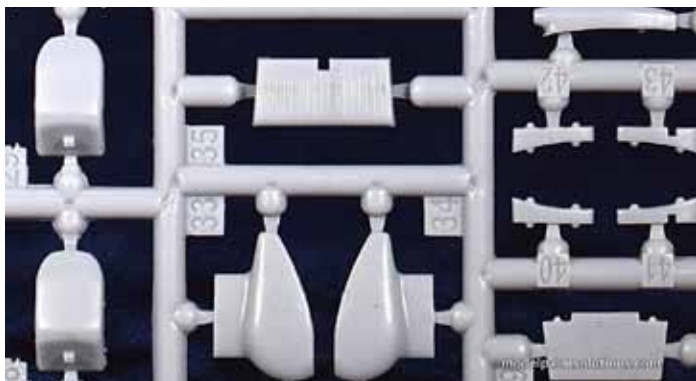


black and white drawings including sprue maps and 20 assembly steps as well as colour profiles for the two decal options. John Adams of Aeroclub fame is

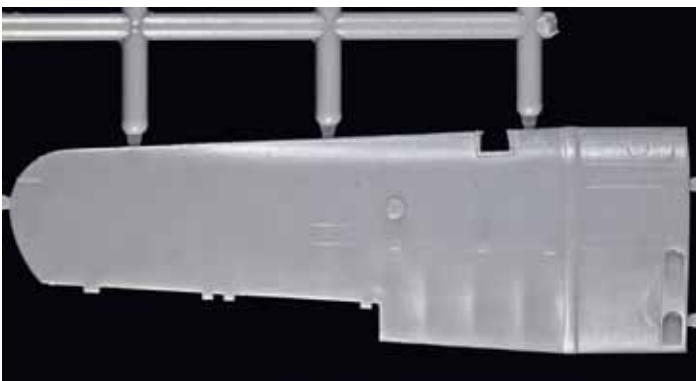


named in the instructions as assisting with research, so we can assume the model is as accurate as possible.

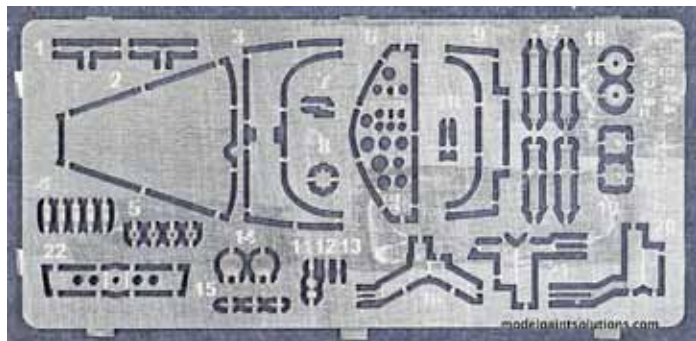
While this is a limited run kit, the molding are impressive. One sprue consists of the upper and lower wings and the tooling of the ribs and fabric is very impressive for the scale. The second sprue consists



of the three part fuselage and some cockpit parts, while the final sprue includes the detail parts including separate flaps, ailerons, and rudder. The Ukrainian molders have really upped their game, and while there is a small amount of flash on a few parts, this is nothing like some of the older A-Model and Roden kits of yore. In fact, I would say it is as impressive a set of molding as any I've seen in a short run kit. The panel line detail is restrained, but very fine...maybe too fine for a ham fisted modeler such as myself.



The clear sprue is reasonable, but not crystal clear, and would probably benefit from a dip in a clear gloss of your choosing. The photo etch set provides detail for the cockpit along with some exterior details such as the pitot tube. The decals include a Czech aircraft in green over blue and a RAF machine in Dark Green/ Dark Earth over Trainer Yellow. Decals look well-printed and include serials, roundels, and stencil data.



The cockpit is impressively detailed which benefits a small cabin aircraft with much glass. Optional parts include tailwheels, propellers, seats, nose bowls, and spatted or exposed landing gear. (Many of these parts could be for use on the civil Vega Gull that I am sure will be released in the future.) About the only issue I see is that while the landing light cutout is provided in the left wing, the modeler will have to cut out the housing for the left wing.

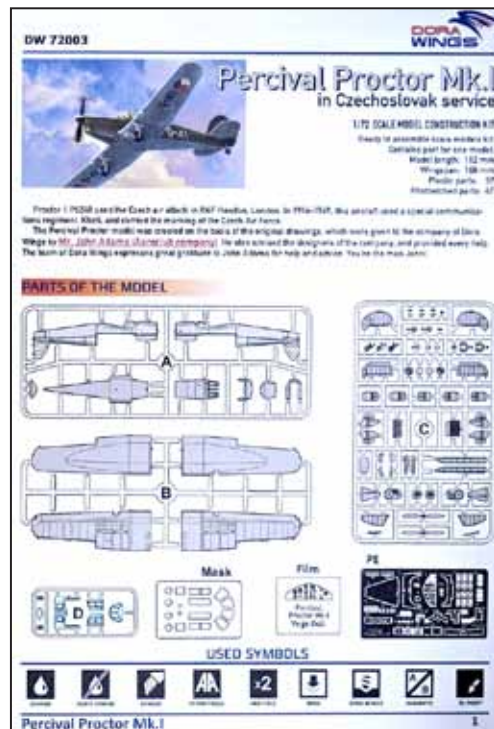


**Conclusion:**

Is the Dora Wings kit an improvement on the Frog Proctor? Of course it is! In fact, it is one of the nicest short run kits I've seen in a while and I hope Dora Wings will issue additional interesting and unique aircraft in 1/72. I'm impressed and can't wait to dig in.

P.S. Speaking of the Matchbox Provost, has anyone ever seen any photos of Provost XV418 during its time in Canada in the early 1950s for cold weather tests?

Thanks to John Miller of Model Paint Solutions ([www.modelpaintsol.com](http://www.modelpaintsol.com)) for taking the photos used in this article.





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We start this month by featuring some of the brilliant photography of new member Hamza Tariq, from Rawalpindi, Pakistan. Go to the Pakistan Reference page of our website for a portfolio of his work on the Pakistani Air Force, Navy and Army.

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