



## NEW!

### Family Membership Class

Over the past year IPMS Canada has received a couple of inquiries wondering if there was some way to enroll a spouse or child without having to pay for another full membership. Certain other organizations have "family membership" classes, and now so does IPMS Canada!

#### How it works.

With an IPMS Canada Family Membership you can enroll up to three persons living at the same address (sorry kids... when you move out you'll have to get your own!), for an annual fee of \$44.00. Each member will have their own membership number. This Family Membership is offered in Canada only, and can be selected when joining or renewing.

#### What it entails.

As mentioned, each of the Family Members will receive his/her own individual membership number. Provided we have a separate email address for each of the family members, they will each will be sent their own edition of *beaveRTales*. If IPMS Canada provides any freebies to the members (as, e.g. the decal sheets we've sent out in the past) each family member will receive one. As members, they will be able to enter contests, etc. where IPMS membership is a prerequisite. They will qualify for discounts provided to IPMS Canada members by various vendors and producers. They will also qualify for the members' price on any of the IPMS Canada special products listed on our website. However, (you knew there was a *however* coming!) only one copy of **RT** will be sent to the members' address. You can fight over it!



## What is that thing?!

Someone snapped a quick picture of this... thing... on a flatbed being hauled up Merivale Road in Ottawa recently. No one seems to know what it is. A tank? An artillery piece? A donut machine that just happens to bear a striking resemblance to a piece of military equipment? If you have any ideas please email [contest@ipmscanada.com](mailto:contest@ipmscanada.com) and let us know. There are no prizes, but we will put your suggestions in the next *beaveRTales* and make you famous!

### YOU CAN'T WIN IF YOU DON'T PLAY!

I guess the kit ID quiz was tougher than it looked! There were **no** members who e-mailed us their answers (or guesses!). So even if you only knew a couple of them, you could have won some prizes! In any event, see the answers later in this issue.

*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](http://www.ipmscanada.com)

# “There’s one near you!”

A while ago, at the IPMS Canada national executive meeting, the question arose of how we could better promote both the local chapters and the national organization to the modelling public. After some interesting discussion it was agreed to try a national/chapter promotion pilot program. Two chapters were chosen for the first trial efforts, Edmonton and Montreal. There was no particular reason for choosing these two beyond geographical diversity and the fact that both are strong IPMS Canada supporters.

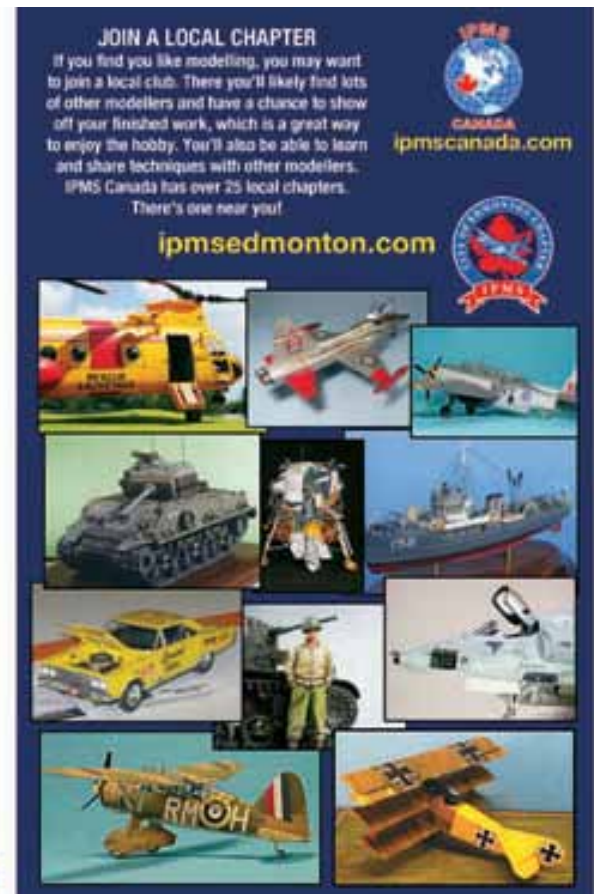
IPMS Canada offered to provide the chapters a large pull-up banner that could be used at shows and displays, and a good quantity of promotional flyers that could be placed in local hobby shops, etc. The banner is approx 80cm x 210cm and pulls up from an aluminum stand... kind of like a window shade. The flyers are actually 5 1/2" x 8 1/2" glossy card-stock, printed full colour both sides. The banner is fairly simple, consisting of model images, the national and the chapters's websites and the IPMS motto, "by modellers, for modellers". It's intended mainly to attract attention as well as identify the group that's displaying it.

The cards have more detail on what IPMS is and what it provides. It also encourages those who are interested to join a local chapter, and lets them know that "There's one near you!" The Local Chapter logo and its website address are prominently displayed.

To ensure that the Chapters have a stake in this initiative, IPMS Canada has decided to produce this material and

split the (already reasonable) cost with the chapters, rather than just provide it for free.

So that our art department (*that's a joke, folks!*) won't be swamped, we will be approaching the chapters a couple at a time to see if they are interested in participating in this collaborative program. If your chapter hasn't been approached yet it would be a good time to bring the subject up for discussion at your next local meeting. A program like this will be good for all of us.

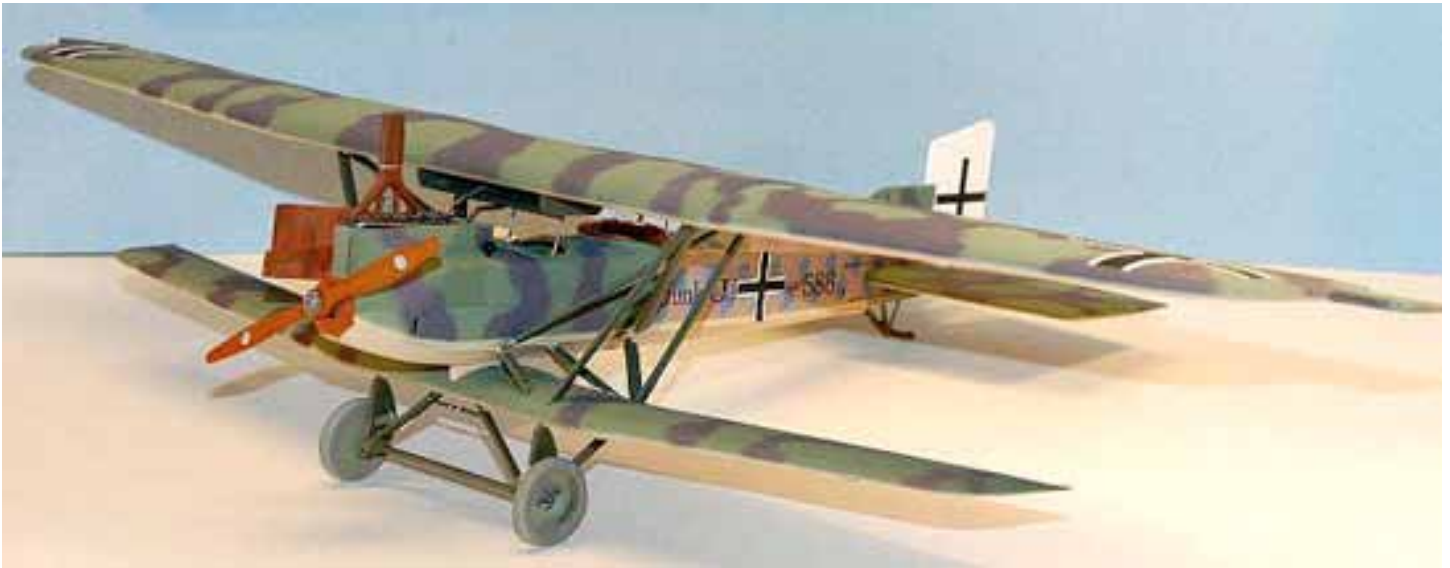


## So... watcha building?

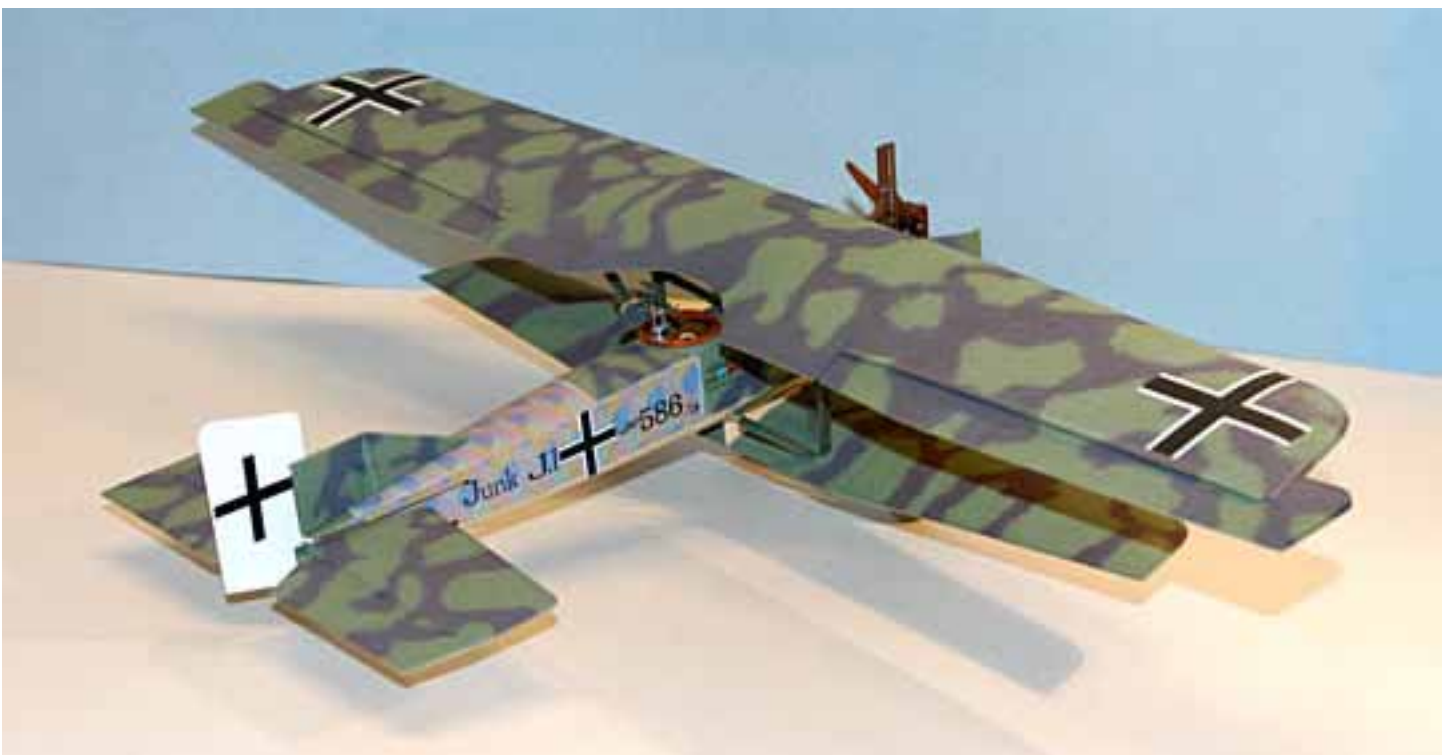
### Gary Barling's 1/32 Junkers J.1

Developed for low-level, front-line observation, the Junkers J.1 was the world's first all-metal aircraft to go into series production, and was developed for low-level ground attack, observation and Army cooperation. In an extremely advanced design, a

single-unit steel "bathtub" ran from the nose to the rear crew position, and acted not only as armour, but also as the main fuselage structure. The armour was 5 millimetres (0.20") thick and it weighed 470 kilograms (1,000 lb). It protected the crew, the engine, the fuel tanks and the radio equipment. (Does this count as armour content?) The control surfaces were operated by pushrods and cranks, rather than the usual wires, as these were less likely to be cut by ground fire. Although heavy, cumbersome, and slow to take off from rough ground, J.1s were immensely strong and well suited for low-level observation.

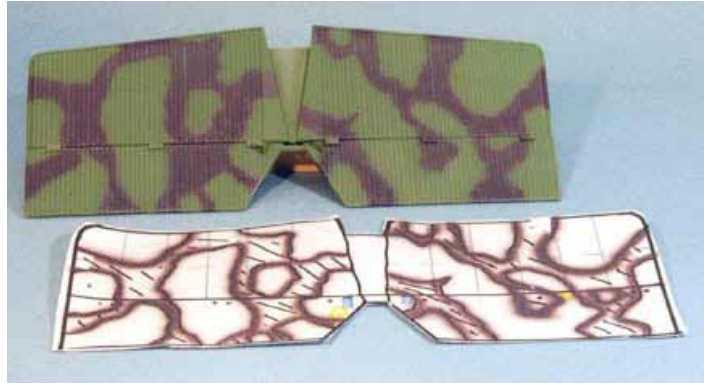


Gary's beautiful 1/32 Junkers J.1. Note the camouflage painted metal parts and the lozenge pattern fabric used on the rear fuselage section.



J.I number 586/17 is preserved at the Canada Aviation and Space Museum in Ottawa. This aircraft was manufactured in 1918 and was a war trophy that was sent to Canada in 1919. It was in the possession of the Canadian War Museum before being transferred to the Canada Aviation and Space Museum in 1969. It is the only surviving Junkers J.I.

Gary says he had some help determining the camouflage pattern. His graphic designer son stitched many photo images together so that he could make up painting templates.



The marked-up photos were used to create a diagram that could be used to reproduce the camouflage pattern on the model's metal areas.



A view of the metal-skinned wing, now rather battered, but with camouflage remnants still visible.



A close-up of the nose area. Note that the hinged engine cover panel has been swung open. You can get some idea of the thickness of the steel 'bathtub'.



Photos of the various surfaces were marked up to show the camouflage colour demarcations.



The Museum's Junkers J.1 sits on display, in its unrestored condition.

Aircraft 586 after being captured and awaiting shipment back to Canada. The fuselage cross on the fabric rear section has apparently been cut out by souvenir hunters.



Another J.1 with the gunner standing up in his compartment. Note the prominent exhaust pipes.



1/32 scale Junkers J.1 kit from Wingnut, the basis of Gary's build.



If 1/72 is your scale, you can try finding one of the out-of-production Eduard Junkers J-1 kits.



And while there doesn't seem to be a J-1 in 1/48 scale, Roden did produce several variants of the D-1

# Pics from the past

*A couple more pics of aircraft getting some new markings!*

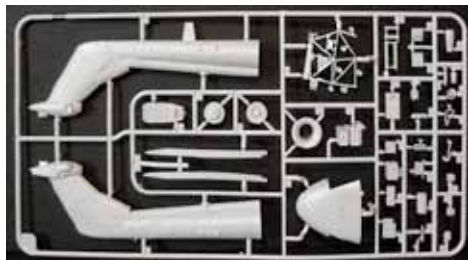
A 425 Sqn. CF-100 has **ROYAL CANADIAN AIR FORCE** painted on the nose in 10" letters, using stencils and plastic sheets for masking.. The change to this style of ID markings would date the photo at 1959.



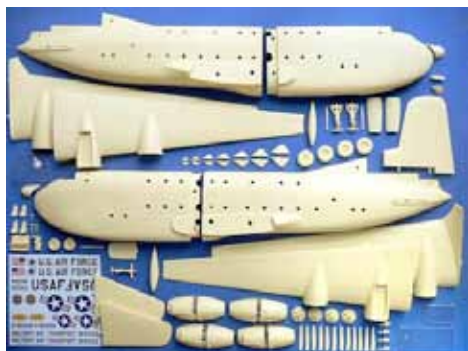
A Tomahawk of 400 Squadron has its roundel repainted. Possibly this was done after the black was removed from the aircraft's lower left wing surface? With the elimination of the yellow surround the new type A roundel would have to be repainted to the proper 45" size.

# MODEL KIT ID QUIZ ANSWERS

I guess this one was tougher than it looked! No members e-mailed us their answers (or guesses!). So even if you only knew a few of them you would have had a shot at the prizes. In any event, here are the answers to our Model ID Quiz of last issue.



1 • Revell 1/32 Sea Lynx



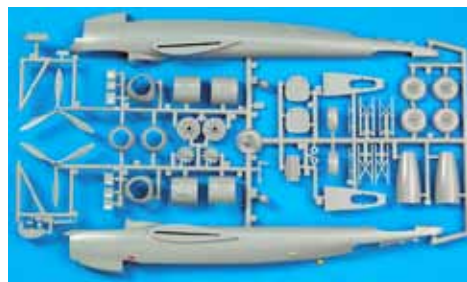
2 • Anigrand 1/72 C-124



3 • Fujimi 1/20 Ferrari 126 C2



4 • Airmodel 1/72 I-185



5 • Italeri 1/72 Do 217E-3,4,5



6 • Tamiya 1/48 Matilda III/IV



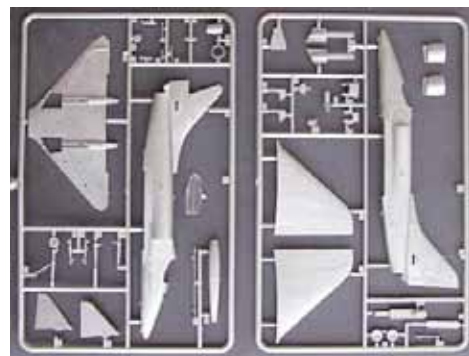
7 • Bronco 1/48 Predator



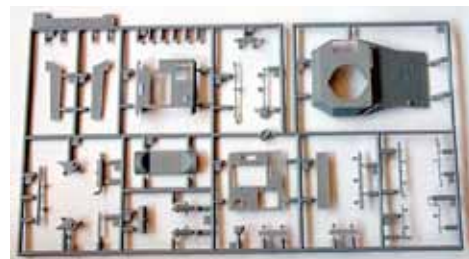
8 • Airfix 2001 Orion spacecraft



9 • Meng 1/35 A39 Tortoise



10 • Esci 1/72 A-4E/F Skyhawk



11 • Dragon 1/35 PzKpfw I ausf B



12 • Frog, et al 1/72 Blackburn Shark



13 • Roden 1/48 D.H. 4 Dayton-Wright



14 • Lindberg 1/48 XF-91 Thunderceptor



15 • Hobbyboss 1/32 P-61

# The Gregor FDB-1



by Elwin Ransom

*Canada's 'too little, too late' fighter*

In 1938, American/Russian expatriate designer Michael Gregor approached *Canadian Car & Foundry*, at the time, the country's leading producer of railroad cars. *Can-Car* had some limited experience building aircraft, but it was only as a sub-contractor, producing machines for Grumman, Curtiss, de Havilland, Consolidated, Bristol and Hawker under license.

In 1938, there were still many proponents of the biplane fighter concept. Most of the major powers used biplanes operationally. The Soviet Union, despite having recently developed the Polikarpov I-16 (the first successful production monoplane fighter with retracting undercarriage), still depended heavily on biplanes. Britain and Germany had developed monoplanes but continued to use the Gloster Gladiator and the Heinkel He 51 biplane fighters. Italy had the Fiat CR.32 and Fiat CR.42 biplane fighters, while the U.S. Navy operated nothing but biplanes.

Similar in size to Grumman's F2F naval fighter, Gregor's FDB-1 had an empty weight of 2,880 lb and a gross of 4,100 lb. Hydraulically operated landing gear retracted flush into large wells on either side of fuselage, ahead of the lower wing. The top wing featured nearly full span slats, and both top and bottom wing had split flaps.

The center section of the top wing on Gregor's fighter had a gull-wing configuration. This was sup-

posed to afford improved visibility. Indeed, the view ahead while flying straight and level was excellent, but marginal when landing and extremely poor when looking downward during approach and landing.



*A more successful contemporary – the Grumman F2F. (I know you're going to ask... the orange-yellow on the wings is a standard finish colour, while the lemon yellow on the tails is a unit ID colour.)*



The aircraft was designed to carry a pair of 50 cal. guns mounted in the fuselage, but armament was never installed. Additionally, two bombs were to have been carried, one under each lower wing (*FDB = Fighter Dive Bomber*).

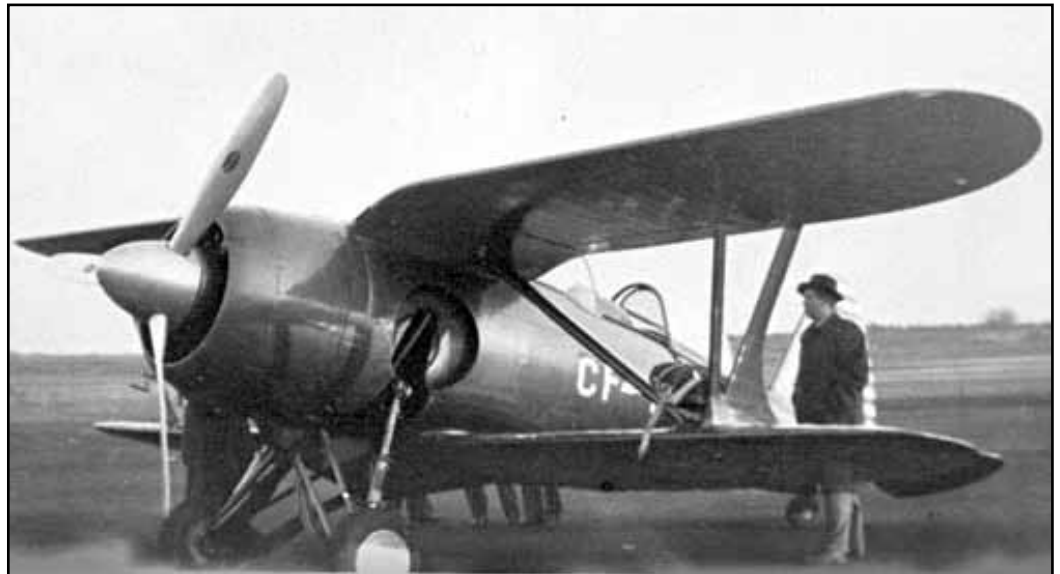
Designed, built and tested in less than eight months, the FDB-1 was sent to Saint-Hubert Air Base, near Montreal, for preliminary service testing with the RCAF. After extensive trials, pilots complained of severe canopy vibration at speed and during strenuous manoeuvres, and it was recommended that all testing be restricted until this was remedied. Unfortunately for Gregor and *Can-Car*, further testing showed that their performance projections had been highly optimistic.

Even with an upgraded engine, the FDB-1 probably would have performed no better than the Fiat C.R. 42, which made its maiden flight early in 1939 and was operated by Italy, Belgium, Hungary and Sweden.

In a last-ditch effort to generate some interest in its new fighter, *Can-Car* entered the FDB-1 in the January 1940 New York-to-Miami air race. Shortly after takeoff, a loss of oil pressure forced the FDB-1 to land in New Jersey, thereby disqualifying it. Two months later, during testing, its landing gear collapsed at Saint-Hubert. Although Mexican officials had expressed interest in the aircraft, the Canadian government refused an export license. There were no other prospective customers for a biplane fighter in what was now an age of monoplanes.

A bitter Gregor was quoted as saying: “*They’ll start this war with monoplanes, but they’ll finish it with biplanes.*” He was wrong. Neither his prediction nor his aircraft were to survive the test of time. After several years of sitting idle in storage, the FDB-1 was destroyed in a hangar fire at Montreal’s Cartierville Airport, and Michael Gregor soon followed it into obscurity.

*Two in a series of photos taken at the same time (note the parachute sitting on the wing), reportedly at Roosevelt Field, Long Island.*



*This 3/4 rear shot provides a good view of how the gull wing meets the fuselage. You can see why visibility was a big concern.*



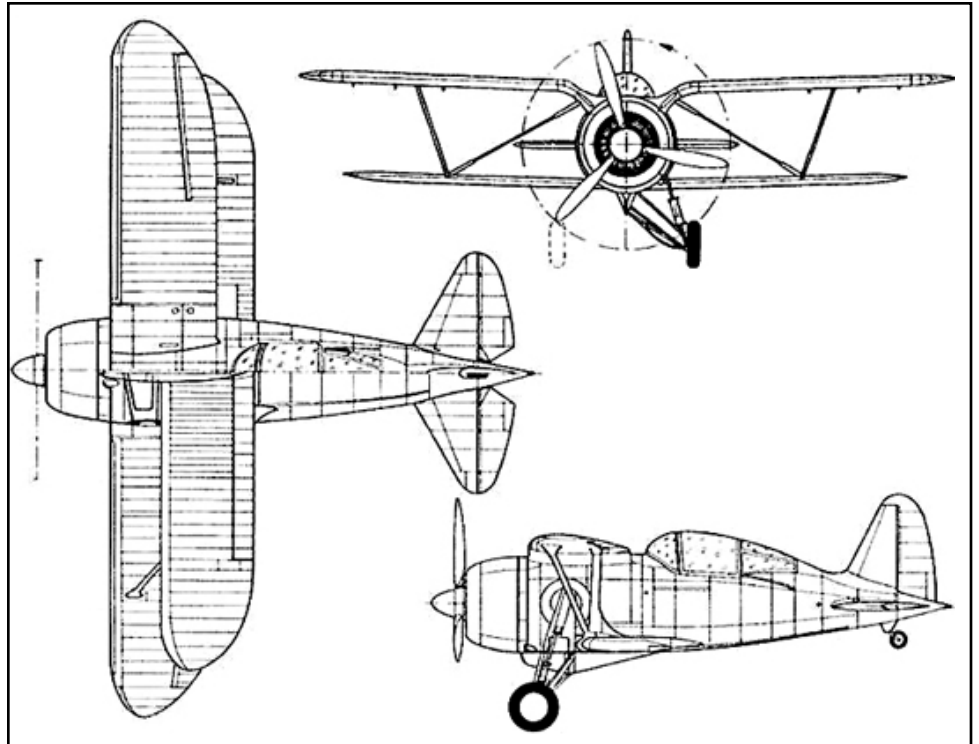
*The FDB-1 is topped up from a fuel truck prior to flight.*

*Pilot is in the cockpit preparing for flight. Were it not for the upper wing, the large canopy would have provided an excellent view all around.*



*Getting ready for take off. The engine is revving but the wheels are still chocked.*

Canadian Car and Foundry  
Gregor FDB-1. Many years ago  
(ca. 1968 or so?) there was a  
1/72 scale vacuform kit of the  
FDB-1 produced by Can-Vac.



This factory photo shows some  
of the distinctive features to good  
advantage. Note how the upper gull  
wing attaches to the fuselage. And  
you can also see the undercarriage  
mechanism and the large wells on  
the fuselage sides that the wheels  
retracted into.

This colour image is from a set of contemporary col-  
lectors' cards, and show the colour to be an overall  
blue with red and white striped rudder. The aircraft  
colour has actually been described as a metallic grey-  
ish blue. Was it possibly a standard Can-Car colour?





# CHAPTER PAPARAZZI!

Some recent pics of Chapter Events!



Dennis Demarais, wife Rejeanne, and son Roger.



Glenn presents the plaque to Dennis.

*Hobby House Ltd.* recently celebrated their 60th anniversary! On behalf of **IPMS Ottawa**, club president Glenn Cauley had the pleasure of presenting Hobby House Ltd. owner Denis Desmarais with a commemorative plaque in recognition of long and remarkable service to the modellers of Ottawa, and indeed all of Canada.



*Upcoming model contests and shows. If your group has anything scheduled, send the info to box626@ipmacanada.com so that we can let everyone know.*

### **Saturday Sept. 21, 2013**

Toronto Model Car Show & Contest  
Royal Canadian Legion  
11 Irwin Rd.  
Rexdale, ON  
[www.group25.org](http://www.group25.org)

### **Saturday Sept. 28th, 2013**

CAPCON 2013 Scale Plastic Model Show & Contest  
Nepean Sportsplex  
Ottawa, ON, Canada  
[www.ipmsottawa.com](http://www.ipmsottawa.com)

### **Saturday Oct 12, 2013**

IPMS Vancouver 43rd Fall Model Show & Swap Meet  
Bonsor Recreation Complex  
6550 Bonsor, Burnaby, BC  
[www.ipmsvancouver.ca](http://www.ipmsvancouver.ca)

### **Saturday Oct 26, 2013**

Ajax 33rd Annual Plastic Model Contest  
J. Clarke Richardson Collegiate  
1355 Harwood Ave. N.  
Ajax, ON  
[www.ipmstoronto.com](http://www.ipmstoronto.com)

### **Sat/Sun 9 & 10 November, 2013**

IPMS UK's Scale ModelWorld  
The Telford International Centre  
Telford, TF3 4JH

Celebrating 50 years of IPMS! There's going to be a nice Canadian contingent there. We'll have some good photo coverage in an upcoming *beaveRTales*.  
[www.smwshow.com](http://www.smwshow.com)

# So, you want to build a Zeppelin



Well, you've got several choices. Revell has a 1/720 scale kit of the *Hindenburg*. Hawk has a large 1/245 scale kit of the *Graf Zeppelin*. There are also some other out of production kits you could look for, like the AMT *Hindenburg*.

Or, you could go a little bigger and scratch build a 1/72 scale version! Taken in 1970 this picture shows Bill Merklein holding his yet-to-be-finished 1/72 scale scratch-built zep! It's constructed of a framework and strips of sheet plastic. There's still some filler along the segment joints which will have to be sanded down, and of course the gondola, engines, etc. haven't been added yet. Still, those seem almost inconsequential compared to what has already been done! And oh yes... this thing was **heavy**!

Some years later, Bill sculpted nearly 70 of the *GI JOE* action figures that Hasbro produced in the 1980's. As a master sculptor, he has worked on projects ranging from *GI JOE*, *Star Wars*, *Visionaries* and *Mighty Max*, to sculpting the dove used for the VISA hologram that has appeared on tens of millions of credit cards.

Bill also has his own line of equine model kits called *Merklein's Equines*, which can be found at various online model kit outlets.

In 2010 Bill sat down for a long (7 parts, each about 12 minutes) video interview, telling how he got started in the industry and answering questions sent in by fans of his work. Even if you're not particularly interested in figure modelling, it's a fascinating look at his story, techniques, and how he went from an avid IPMSer like the rest of us to an icon in the industry.



See part 1 of Bill's interview at  
<http://www.youtube.com/watch?v=NmgQeduUFW4>

# CT-155

1/48 scale build

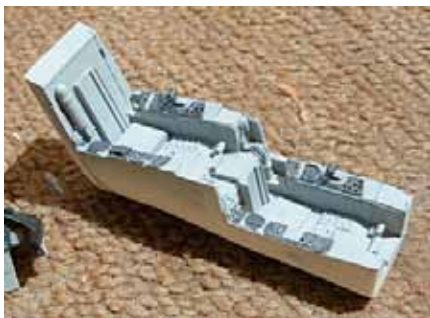
by

Wayne Beattie



## The Model

The kit is an Airfix BAe Hawk 100 in 1/48 scale, which I won as a door prize at the *Capital Area Model Society* annual show in Fredericton, NB several years ago. With the kit I also won a set of Mike Grant decals for the Canadian Hawk. Two versions of the aircraft can be made, the Mk 115, which is the Canadian CT-155, and the Mk.127, which is the Australian version. The cockpit is very basic with not much detail.



My friend Charlie and I found an Australian company that made a resin upgrade set for the kit. It is based on the Mk. 127 cockpit, but I found it's very close to the version that the RCAF

uses. There is a review of it on Hyperscale: [http://acc.kitreview.com/rr48001reviewbg\\_1.htm](http://acc.kitreview.com/rr48001reviewbg_1.htm). The resin is very nice to work with. The only place I found some air bubbles was on the hump just behind the cockpit.

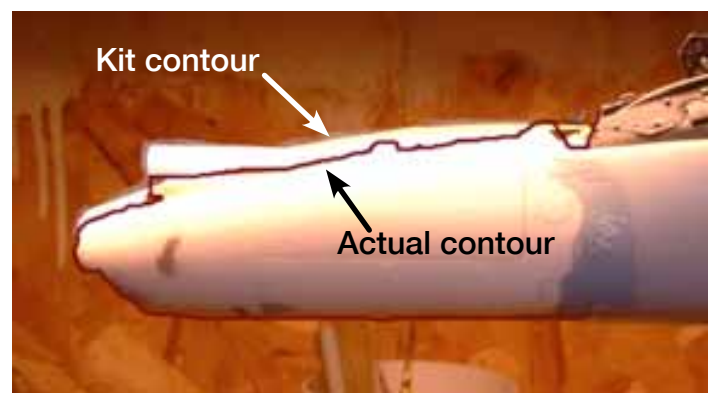


The first place I started, as usual, was the cockpit. I sanded what detail there was off the side of the plastic, so the side walls would fit properly. After painting, the cockpit was sandwiched between the fuselage halves. The fit was pretty good (as far as I remember... this build was a few years ago!) The biggest



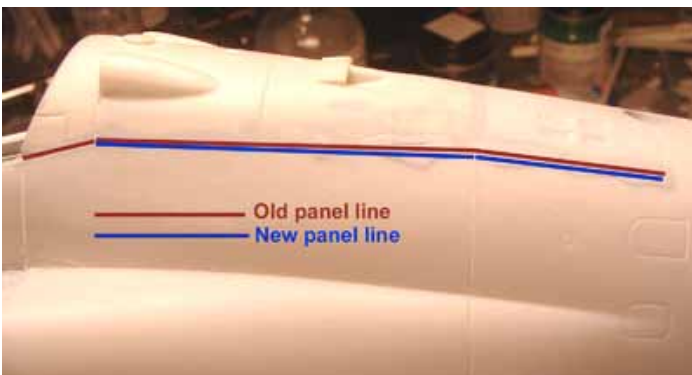
challenge was fitting the nose to the kit. It is a solid piece of resin, and is a big improvement over the

challenge was fitting the nose to the kit. It is a solid piece of resin, and is a big improvement over the





kit's nose. On the real aircraft, the nose slopes down from the windscreen, while Airfix made the nose rise slightly before sloping down. When I cut the nose off the kit, the resin replacement didn't have much to bond to. I had to reinforce the inside of the area just ahead of the cockpit. I could have used three hands to hold everything in place while the glue set! Finally, I used Mr. Surfacer to blend the two pieces together (above). With the resin nose, no added weight is need... and there's no room anyway. The section behind the cockpit with the 2 scoops is also a resin piece. I filled in the joint and re-scribed



the panel line. I received a lot of help from the guys on ARC Air Forum. They were providing pictures of the real jet in Moose Jaw and ideas on how some things should look. I couldn't have done as much without their help. One area that they pointed out was an auxiliary exhaust port on the rear right hand side. Airfix made it as a solid bump, while it is actually more like a pipe. I sanded the bump down, drilled a hole and inserted a needle



that I had bent to close to 90 degrees and attached it with super glue.

Next came the wings. I wanted to drop the flaps on this model and it comes with extra parts to allow that. I cut out the flaps which also opened up the wing root underneath so you could see into the fuselage. I took small pieces of plastic stock and filled it in (below). While I was at it, I filled in the trailing edge just ahead of the flaps to close off the wings.



On to the canopy. The canopy has the det cord for ejection engraved into the clear plastic. To paint the cord, I first dipped the canopy into Future to protect it. When hardened, I took a small paint brush and filled it with white paint. If any paint got outside the line you could just wipe it off thanks to the Future. After the paint dried I re-dipped the canopy to seal in the paint. There is a windscreen between the two cockpits to protect the back-seater. The kit provided piece didn't fit because of the resin instrument panel. I used the original as a pattern and also photos to create a new clear piece. I also made a new frame for the interior of the canopy.



At this point I could start to paint. The closest paint that I could find was Model Master Acrylic Dark Sea Blue FS 15042. According to the pictures I have seen, that is the closest I could get. Unfortunately

the surface of the kit had a rough, pebbly texture to it. When I put the first light coat of paint on, it really stood out. I sanded down the plastic and painted again. After putting on several light coats, I applied a coat of Future to get ready for the decals. The decals were made by Mike Grant. The set was really nice. The decals were very thin and laid down beautifully. I started with the big tail decal and disaster struck. When I started to slide the piece off the paper it shattered into small pieces.



After swearing for a few minutes then calming down, I thought to email Mike Grant to see if he had any scraps of the decals left since it was a discontinued sheet. He let me know that he would print a new one for me and send it, no charge. That made me more of a fan, he looks after his customers, even when I hadn't bought the set. About a week later it showed up in the mail and I could continue. After that, with great care, I finished decalling. I then sealed it with another coat of Future.

The tires in the kit were not the best looking. What I did was sand the tires straight across then cut grooves to look like the treads. Wires were added to

the main landing gear to give the impression of brake lines.

At this point I decided to hide the intakes and exhaust by scratch building some covers. I looked on line and got the basic idea of what they looked like. I used some sheet plastic and made the handles with some wire. I painted them Insignia red.



The last thing to be added was the canopy. As it sits at almost a 90° angle from the fuselage, I had to think on how to secure it. I drilled 2 small holes in the rear instrument



panel shroud and 2 holes in the canopy frame. I then super glues 2 wires into the holes. I painted the wires black to hide them. It's a strong bond, and hasn't moved in five years.

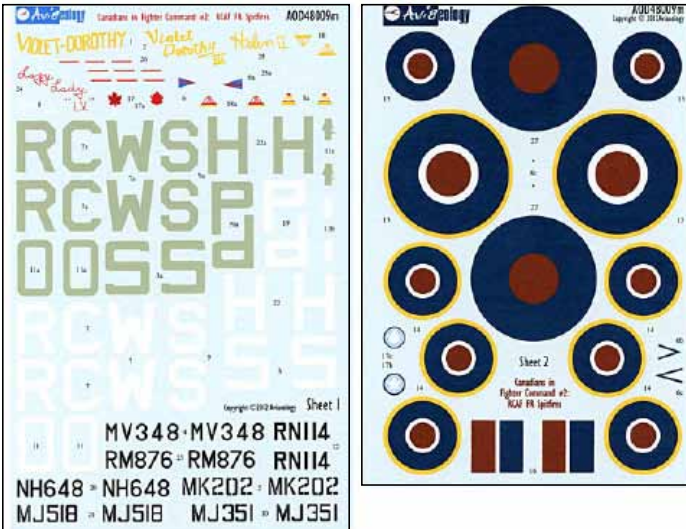


It was a build that I would do again. I think the next time I would like to do an Australian version.



reviewed by Vic Scheuerman

Aviaeology's latest release is an update of a previous sheet. Included are seven different Fighter Reconnaissance (FR) Spitfires, flown by 39 Wing RCAF, 2nd Tactical Air Force, RAF.



There are Spitfire FR. IXC's, MJ351 "S", MJ518 "O", and MK202 "Q", all with 414 Squadron; Spitfire FR.XIVE's (conversions) RN114 "RC-W" 39 Wing (commanders aircraft) and RM876 "H", 430 Squadron; and Spitfire FR.XIVE's "low backs" MV348 "S" and NH648 "P", both with 430 Squadron.

If you like the unique, you are in luck. If you like uniquely Canadian, then this is a home run. All of the FR.IXC's are a unique version (two camera ports) that was only operated by 414 Squadron, Likewise, the converted FR.XIVE's were only used by 430 Squadron and the 39 Wing commander.

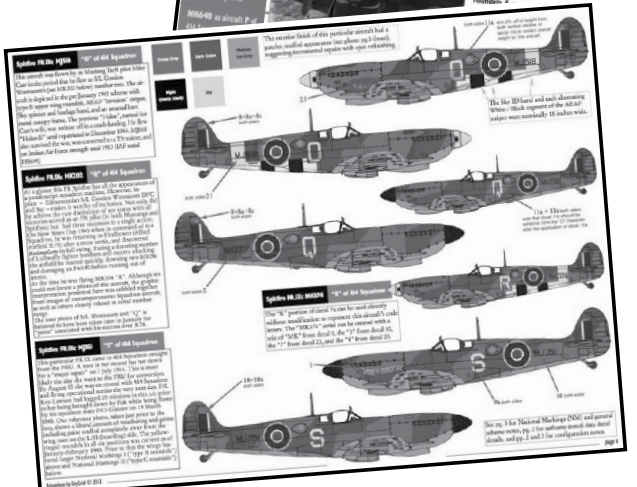
While all are in the standard late war fighter finish of Ocean Grey/Dark Green uppers over Medium Sea Grey bottoms, some feature fuselage D-Day stripes and or fuselage inscriptions.

As we have come to expect from Aviaeology, the research and presentation is among the best. In addition, this quality organization offers some technical drawings. In this case, it is 1/24 scale plans for the

unique fuselage camera ports. No excuse for getting these wrong now. But then again, these would be naturals for Ultracast (wink, wink, nudge, nudge). While the decal instruction sheet has all the artwork done in grey tone. The purchaser gets a chit that gives direction to get a printable colour PDF version of the kit instructions. One of the great things about this file is that it is created using vector graphics. One can enlarge the drawings to see the fine colour variation and the image is still razor sharp. This is great as all subjects are covered at least with side profiles with the larger ones being based on photographic reference. In addition, two double spreads leave no doubt as to where the large amount of stenciling is to be placed.

While I cannot fault the decals or their associated information; builders of the 'one true scale' will have a challenge in getting an adequate 1/48 scale Griffon Spitfire on par with this outstanding sheet. Very highly recommended.

*While the provided printed instructions are in black & white, you can download a colour set from the Aviaeology website.*



[www.aviaeology.com/aod009-rcaf-fr-spitfires.html](http://www.aviaeology.com/aod009-rcaf-fr-spitfires.html)  
 AOD7209m \$10.89  
 AOD4809m \$14.99 (sheet reviewed)  
 AOD3209m \$22.69 (sold out)

## STILL WANTED...

## And 2014 is coming!

Material for *beaverTales*. Many members feel that they don't have the skills to write and illustrate articles for **RT** (though the editorial staff is always eager to help new contributors). But everyone has *something* that *beaverTales* readers would find interesting! Send in your hints-n-tips, photos of chapter meetings or events, reviews of new kits and modelling items. Model show season is here, so send in a report of ones you've been to, and what they were like. Also those smaller modelling articles (we'll keep the big ones for **RT**), and anything else you think the members might like to see. Did you try a new modelling technique that worked well or failed miserably? Send it in! What are you working on? Let's see some pics of your current modelling project *in progress*! Send in some photos of your workspace – we want to see what your workbench looks like! How neat or messy is it? Did your dog chew your award winning model? Send some pics of the destruction! Do you have any ideas about what we might include in *beaverTales*? Let us know. Send stuff to [box626@ipms-canada.com](mailto:box626@ipms-canada.com). If **RT** is about our models, *beaverTales* is about us!

As you probably know, 2014 will be the 50th anniversary of IPMS Canada. We've decided that a good way to commemorate the event is to produce a special decal sheet to be sent to all IPMS Canada.

But what does one put on a "50 Years of IPMS Canada" decal sheet? We want to hear what **you** would like on a decal sheet. Think about it. Maybe you would suggest an entire theme related sheet (like IPMS Canada's "Canadian Aces" or "D-Day" decal sheets). Or you might suggest one item which could go on a really neat sheet of miscellaneous Canadiana. There are a few things to consider. It should be Canadian content. If you suggest an aircraft subject there should be kits available in (at least) 1/72 and 1/48. We'd also like some armour suggestions. Whatever you suggest it should be something that isn't available already on commercial sheets. Can you provide references for your suggestions? And finally, is it something that you think the rest of the membership would be interested in?

Send in your suggestions to [box626@ipmscanada.com](mailto:box626@ipmscanada.com). Who knows... you may be able to have decals for that Canadian Martinsyde F.6 after all!



The advertisement is a rectangular banner with a light blue background. On the left, two model aircraft are shown. The top one is a white Mustang with green and black markings, labeled "1/72 ANG Mustangs" and "A-INMEX + NG". The bottom one is a white Mustang with red and black markings, labeled "SD NG". On the right, two model aircraft are shown. The top one is a dark grey T-28 with yellow and black markings, labeled "OUR LATEST DECALS!" and "ZZ 1885". The bottom one is a white T-28 with orange and black markings, labeled "146" and "NAVY". At the bottom of the banner, the text reads "ILIAD DECALS" and "334 Sunnyside Ave., Ottawa, ON K1S 0S1 Canada www.iliad-design.com".

## Friends of IPMS Canada

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



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

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



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



The Alberta Aviation Museum, 11410 Kingsway, Edmonton – [www.albertaaviationmuseum.com](http://www.albertaaviationmuseum.com)



British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – [www.bcam.net](http://www.bcam.net)



Canadian Warplane Heritage Museum, 9280 Airport Rd. Mt. Hope, ON – [www.warplane.com](http://www.warplane.com)

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



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