

Sept. 2012
**SPECIAL
EDITION**

beave**RT**ales



Guest Editorial

Hmmm... what's going on here?? Editions of *beave**RT**ales* were supposed to arrive in between issues of **RT**, but here we are sending one out right before the **RT** goes! Well, I suppose you could call these "exigent circumstances". So much has happened in IPMS Canada since the last **BT**, that we decided to forge ahead with this special issue. If all goes according to plan, the next issue will be sent out a few weeks after your **RT** arrives. Hey!... who can complain about getting extra newsletters?!

But back to the reason for this rush. In the email that accompanied this *beave**RT**ales* you will have noticed a survey. Our friends at **PLAMOD**, who distribute *Aoshima* (and other) Japanese kits, passed on a request from that manufacturer. They would like us to help them sound out the Canadian modelling market regarding some neat muscle car kits they have in the pipeline. This is your chance to have some direct influence with a major manufacturer, and we didn't want to delay it. OK, not all of us are into muscle car models. But please respond to the survey anyway. Ask your car buff friends if you need to know something about these vehicles – or do a little research on the web. The bottom line is that by responding you will help give *IPMS Canada* some street cred with the manufacturers – perhaps providing the opportunity for future surveys about aircraft or military vehicles, or whatever. Also, *Aoshima* has agreed to provide a selection of kits (not just car kits, either) to be used as prizes. Depending on how many of us reply to the survey, they will draw a number of winners. This has nothing to do with your answers or car IQ... just for replying you could win. So if you haven't already done so, please re-read the email this *beave**RT**ales* came in and send in your survey.

Also if you look at the adverts in this issue of *beave**RT**ales*, you'll notice that *IPMS Canada* has been working to arrange discounts for members with various vendors and producers. Over the space

of a year, these discounts could even pay for the cost of your *IPMS Canada* membership! Some vendors will be providing the discount on their website where you will enter a discount code in their shopping cart at checkout. Others you may have to email them your name and *IPMS Canada* membership number. We have provided these vendors a list of valid members' names and numbers (no email addresses, so don't worry about that). I ask you to have a look and visit their websites to see what they have to offer. And of course I ask that you support those hobby dealers who support us.

– Bob Migliardi –

News from HQ

IPMS Canada recently decided to do something to make membership easier and more affordable for the younger modellers out there. So, in keeping with what other national IPMS organization are doing, *IPMS Canada* will be offering a 'Junior' membership class. The junior membership will carry with it all benefits which 'regular' *IPMS Canada* members receive... **RT**, this newsletter *beave**RT**ales*, admission to events requiring a national IPMS membership, discounts which may be provided by modelling-related vendors, etc. A 'junior' is defined as someone who has not yet reached their 18th birthday. The *IPMS Canada* 'Junior' membership will be available to **members in Canada only**, and will cost \$24.00 per year. This is a substantial savings and will hopefully encourage more younger modellers to join.

Modeling Madness Contest

In cooperation with the Modeling Madness website, *IPMS Canada* is sponsoring a "Best Canadian Subject" online model contest. This is open to all modellers, and all types of plastic models, so even your non-*IPMS Canada* member friends can enter. Entries are open until Oct 15. For details, how to send your pictures, and what qualifies as a 'Canadian subject' go to www.modelingmadness.com

Have you answered the
"Muscle Car"
survey?



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It was in
the same email
as your beaverTales

1971 Plymouth Hemi 'cuda



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a manufacturer
with **YOUR** input!



1970 Plymouth AAR 'cuda

And a chance
to win some
great prizes!



1970 Plymouth Hemi 'cuda

Saracens in Belfast



2nd Lieutenant David Brough, 1st Battalion, The Parachute Regiment and Lance Corporal Bernard Winter of the 2nd Battalion, The Queen's Regiment, patrol a Belfast street with a Saracen armoured personnel carrier. The Queen's Regiment was the first to be deployed in Belfast on 15 August 1969.

by Gavriilo Princip



FV.603s Saracen parked outside the popular *Bogside Inn* in the notorious district of the same name in Londonderry on August 1, 1972 during *Operation Motorman*. The Saracen on the left is without a machine gun and has a loudspeaker on the left front fender. Note the mesh covering the headlights and smoke dischargers. Rigging includes a towing cable. There is a rain rim above the front hatches. The Saracen on the right has no rain rim and has a cable cutter – unusual on this type of vehicle – located on the left front of the turret. A rack has been welded to the front of the vehicle, there are boxes on the left fender and a mesh box is just visible on the right fender



Saracen (FV.603C) stands guard outside "Fort Silver City" in Andersontown, Belfast, September 1972. Note the green and charcoal camouflage. Steel mesh covers all glass areas. The straps hanging from the rear of the fender are used for securing tools, etc.



Aftermath of an accident, July 31, 1972. This Saracen ambulance No. 05-FF-07, an FV.603C, ran a red light on busy Royal Avenue in downtown Belfast, hitting several vehicles and injuring three people. Note the absence of a turret machinegun. The red crosses are neatly applied.



A Saracen ambulance attends an incident. The van in the foreground contained the body of a murdered Loyalist official, found August 23, 1972. Note the absence of a turret machinegun, and the mesh-enclosed beacon ahead of the turret. Also note the rather crude hand-painted red cross and the unusual square marking on the side of the turret.

A Saracen FV.603C scatters stolen cars used as a barricade by the IRA in Belfast. Barely visible on the front metal shield, below the license number, is the name SUNSHINE. This vehicle, in a sand colour finish, was taking part in *Operation Motorman*, to clear out the “no-go” areas of the city. August 1, 1972.



In Northern Ireland – where the IRA at times used 1000lb bombs – the British Army were eventually forced to abandon the roads altogether, resorting to helicopters and foot patrols instead. The decision was taken shortly after the Saracen APC pictured was destroyed by a culvert bomb near Crossmaglen on 9 October 1975.



Saracen at a corner on the Crumlin Road, on the edge of the Ardoyne district in January 1973. Note the barbed wire coiled around the rear machinegun ring on the upper deck. Reflective tape has been applied to the mudguards between the wheels. The vehicle is No. 98-BA-52.

Men of the Black Watch in the back of a Saracen during border patrol duties in 1977. Saracens, armed with turret-mounted Browning machine guns, were often used as armoured personnel carriers.



Airfix has a 1/76 scale kit of the Saracen Mk. 1/2/3. The vehicles used in Northern Ireland were usually Mk 5 or Mk. 6 versions. These were essentially Mk. 1/2 or Mk. 3 versions respectively, with additional armour.

Kinetic's F-5A

Freedom Fighter

*Do we have
a real 1/48
CF-5 here?*



Review by Vic Scheuerman

Kinetic's latest release follows their general philosophy of offering different versions of some similar subjects. With the later F-5E more than adequately covered by AFV in 1/48 scale, they wisely decided on the earlier versions. Earlier F-5A version kits are either basic elderly offerings from Fujimi, Academy and Hawk, or the newer out of production Classic Airframes kits that are well detail, but somewhat difficult to build.

Kinetic's kit of this once prolific bantam-weight fighter appears well detailed with over 170 injected moulded parts (including twelve clear) and an eleven piece photo etch fret. While the engraving appears to be well done, there are some minor sink marks that may have to be addressed. In addition, the two C sprues have a slightly more pebbly finish than any other. Another negative, is that both of the canopy parts have an interior flow seam that are impossible to remove.

Apparently Kinetic is planning different versions as the separate forward fuselage and fuselage inserts would allow for the two-seat model and the separate nose could accommodate the photo recce version.

Kinetic claims that one can build the F-5A, CF-5A and NF-5A from this boxing. They do allow for the different nose wheel leg configuration between the Canadair and Northrup/CASA built versions. The unique starboard side refuelling probe for the CF-5 is

included. Canadair built aircraft had uprated engines that required auxiliary intakes on the sides of the aft fuselage and two scoops on the bottom. All are provided with the fuselage doors offered as both closed and open. Other detail catches are the arrestor hook and some blade antennas.

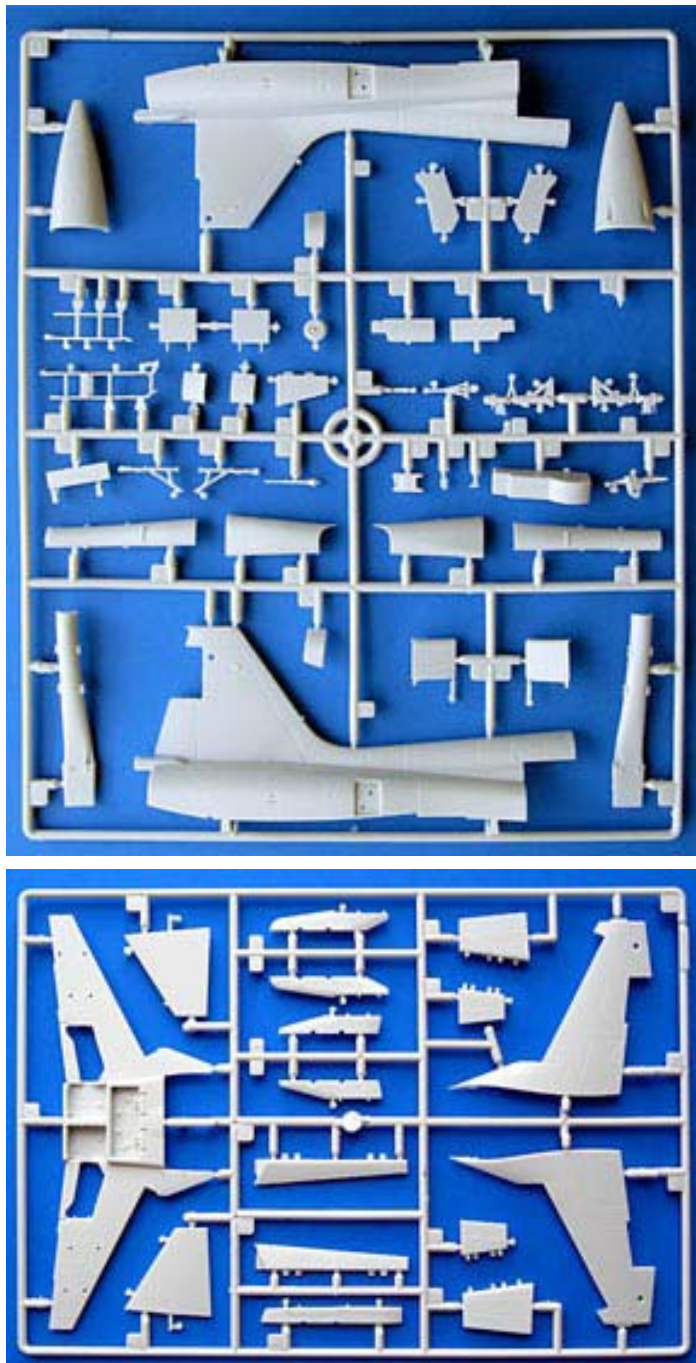
A nicely detailed office is offered. Kinetic has the canopy in the open position and the canopy attachment mechanism is attached to the two vertical rails which should mean a robust assembly. If one wishes a closed canopy, Kinetic includes a drawing that shows what details need to be removed. The kit seat has no harness and only one main instrument panel is included and it is not entirely accurate for the initial Canadair CF-5. Kinetic does include the boarding ladder.

One detail that is very rarely offered is the complete intake tunnel with separate engine faces. Kinetic also has separate control surfaces (including speed brakes) and therefore can be posed deflected where accurate or desired.

To say the F-5 was range-challenged would be an understatement as one very rarely saw this aircraft without at least the 'coke bottle' tip tanks attached. These are provided, along with two different large fuselage and two wing mounted tanks. Additional wing stores include both AIM-9B (2) and AIM-9J (2) Sidewinders, rocket launchers (2), and Mk 82 bombs (2). Kinetic have included the large aft flare dispensers as used by the Dutch.

The small photo etch fret offers the framing for the 'slime green' night formation lights (decal for the green areas), ejection ports for the Dutch flare dispensers, two blade antenna and a windshield reinforcement plate (?).

If you think Kinetic has been generous so far, wait till you see what they have on the decal sheets! Researched by Acrossdelta and printed by Cartograf, the sheets look fab and an amazing 16 options are offered. Nations covered are Canada (3), Greece (5), Netherlands (2), Norway (2), South Vietnam (1) and the United States (3). There is a wide variety of both early and late style camouflage schemes in addition to five with a sprayed aluminum finish.



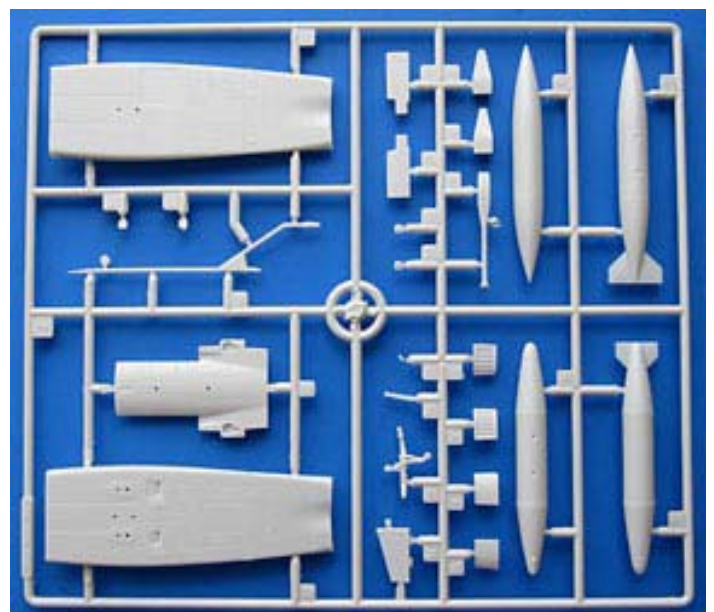
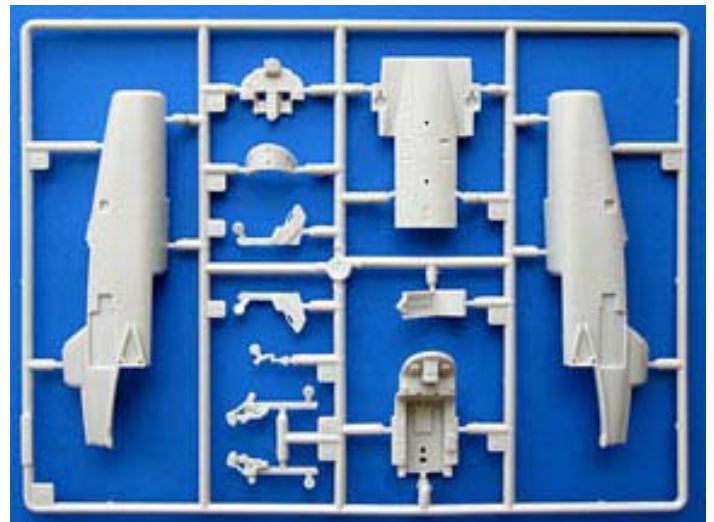
All decals appear in register and full stencilling and both the Canadian false canopy and 'slime green' night formation lights as noted are included.

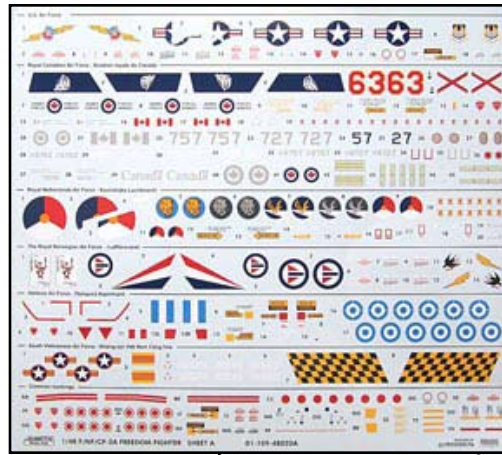
Kinetic offers an assembly and marking guide of 32 pages! Assembly is covered over 12 well-illustrated steps and each of the 16 marking options gets its own four views. All colours are tied to FS numbers and names and to Mr Color and Vallejo paints.

The kit looks impressive in the box and with it retailing locally for \$30, it should sell well. However, the bugbear of a fuselage designed for multi versions and fuselage inserts can sometime be ill-fitting sub-assemblies.

Many thanks to Rick Chin of Uncle Bill's Hobby Shop located in Calgary for the review sample.

Victor Scheuerman – August 2012






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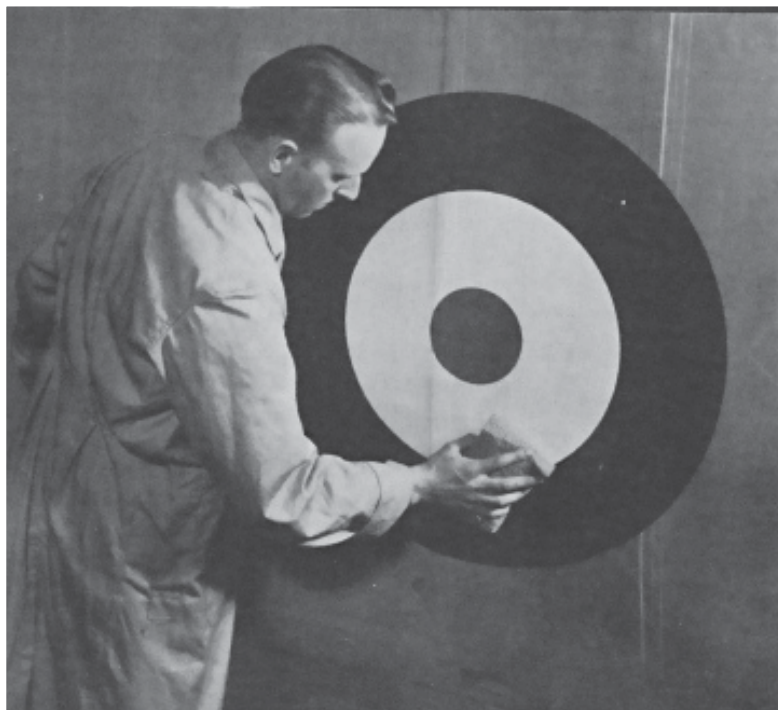
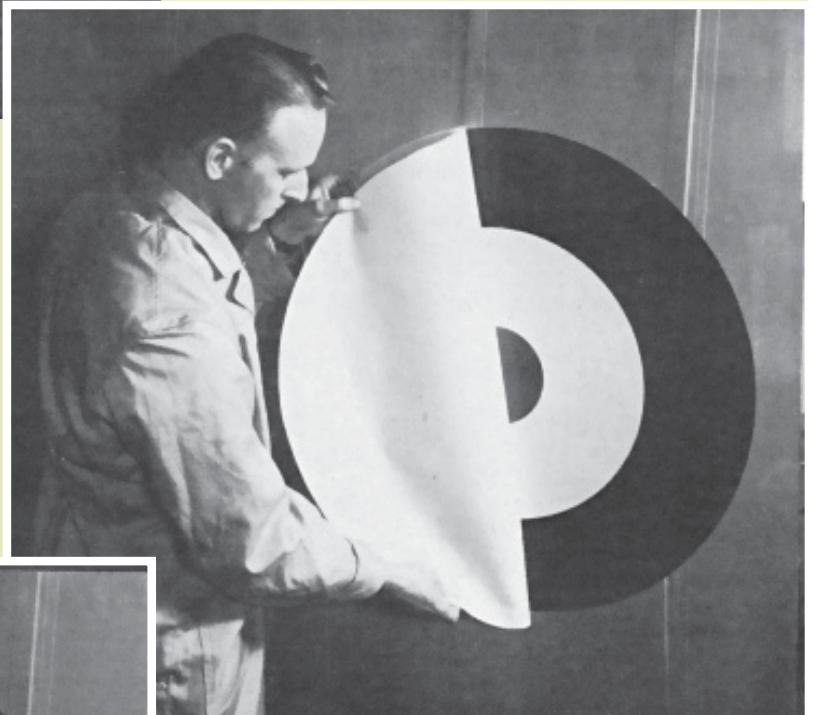
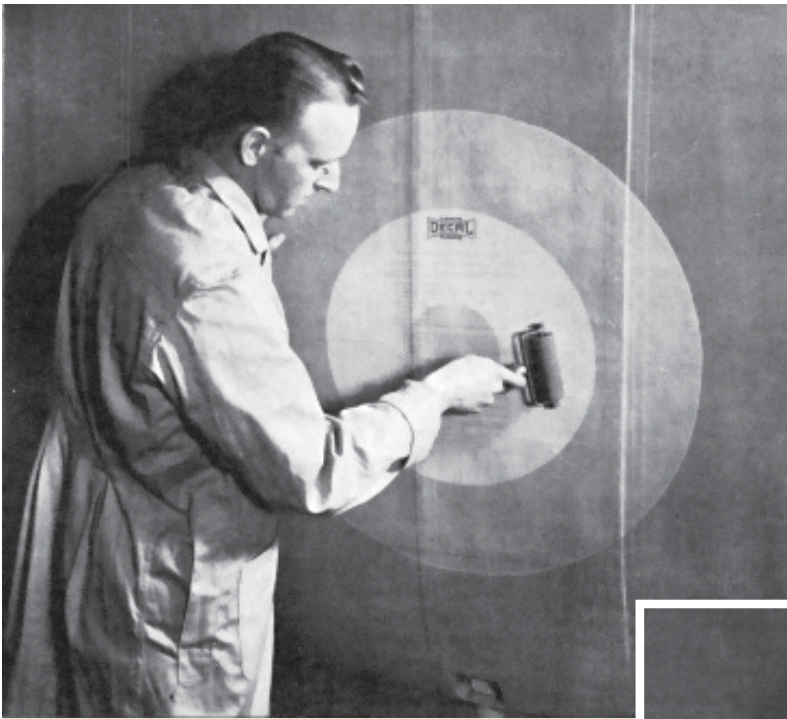


Applying decals ...1943 style

Not all wartime national insignia markings were applied with paint and stencils. Some were actually large pre-printed 'peel & stick' type decals. These photos from 1943 show a type A roundel being applied to a fabric covered wing. At left the workman rolls the decal down onto the wing surface.

Here the paper 'carrier' sheet is peeled off the decal now that it is adhered to the wing surface.

And here he smooths out the surface with a cloth to burnish the decal down better and to remove any air bubbles. I wonder if this guy ever built scale models!





“Yak-3 Pilot Instructions”

How to Fly a Yak-3 in 121 easy steps

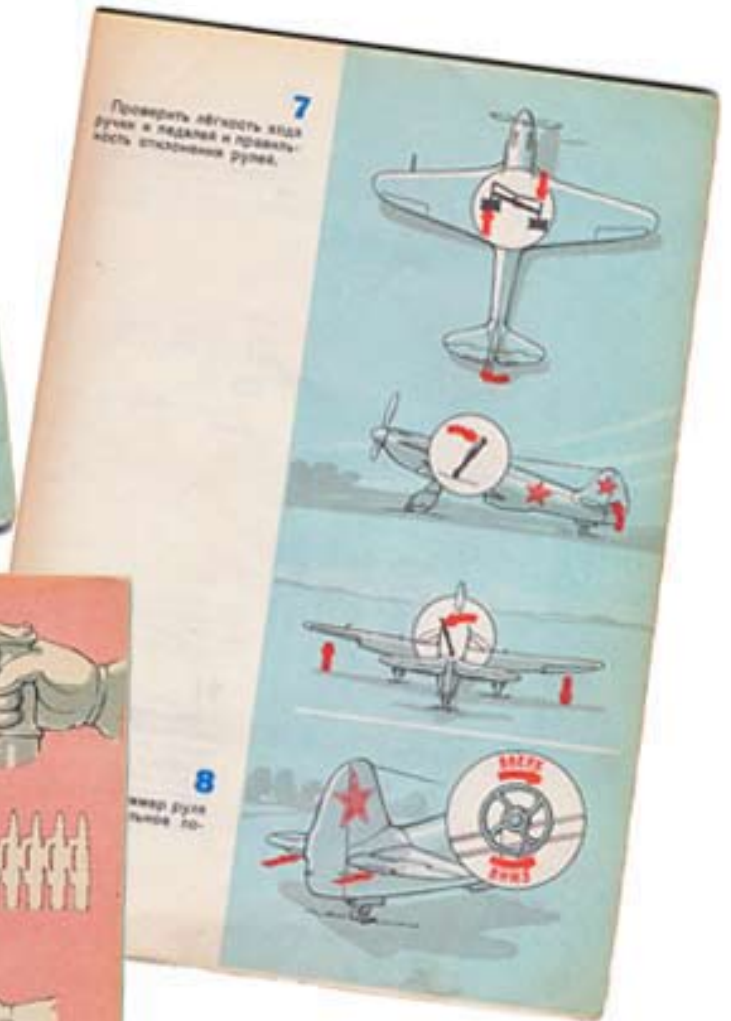
***It's simple...
all you need
is the handbook!***





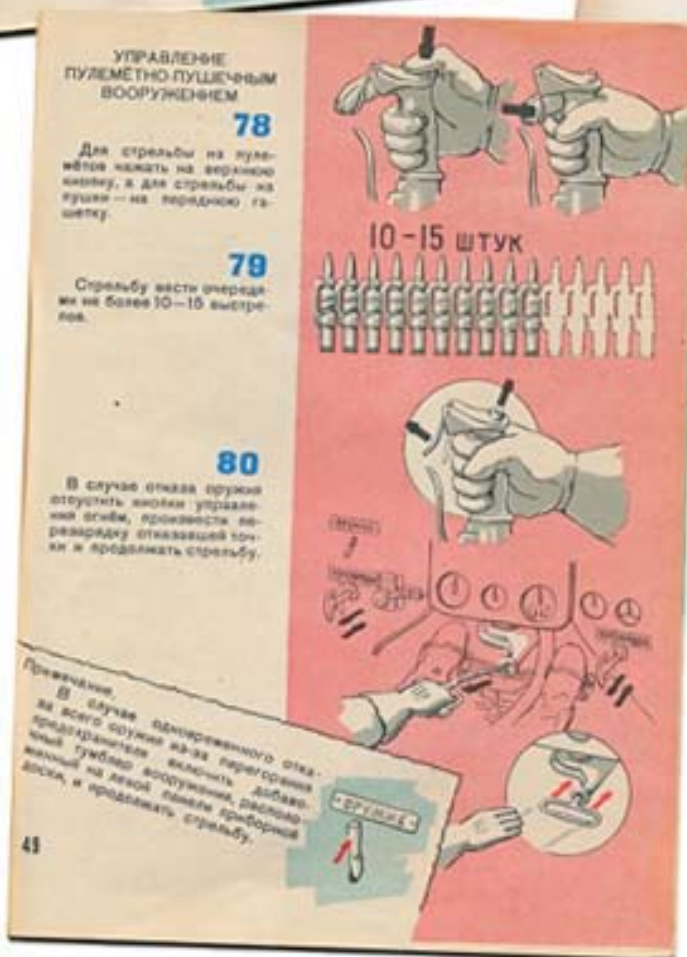
STEP 3

Figure out how to get into the aircraft.
Don't touch that dangly thing on the handle.
Notice that you can see through some parts!



STEPS 7 & 8

See what those moving things do.



STEPS 78-80

Oh boy! Guns!
Pull this, push that, yank that handle
and then let it go.



STEP 90

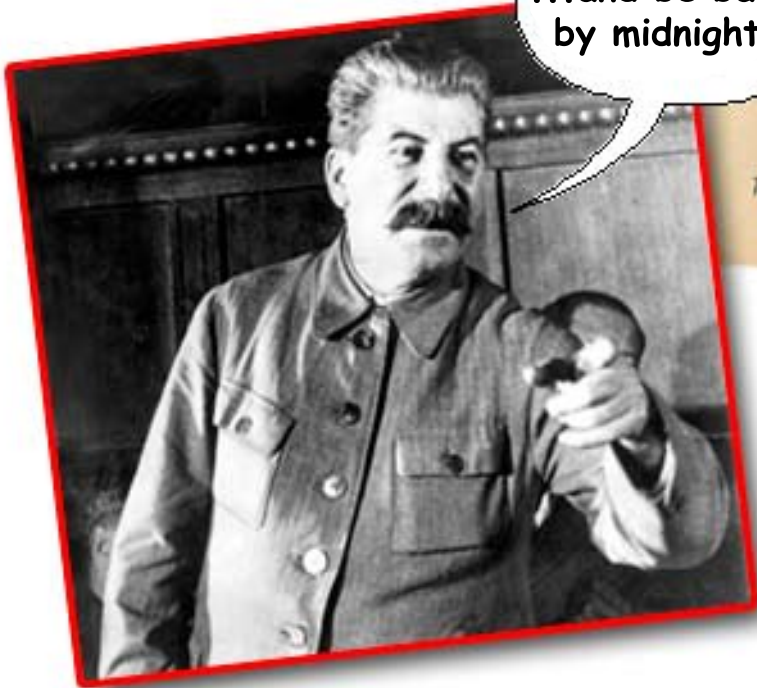
Whee!... you're flying!
Move these things on the floor, and you can do some aerobatics.

STEPS 117-121

Turn these things off. Get out of the airplane and take a salute from comrade crew chief. You are now a real Yak-3 pilot!



...and be back by midnight!



And whatever you do...
don't prang daddy's new airplane!
He wouldn't like that!

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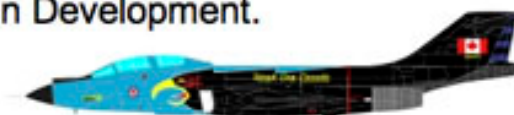


Coming Soon.



- Decals: CF-188 Symmetrical Era Markings in 48 & 1:72
- Resin: CF-188 (USN F-18A) Early & Current Tails in 1:32
- Resin: CF-104 VICON Camera Pod in 1:32

In Development.



- Decals: CF-101 Voodoo Special Scheme Markings in 1:48
- Decals: Royal Canadian Navy T-33 Markings in 1:32
- Resin: 1:32 FGR.2 Conversion Kit for Tamiya F-4J

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From the Special Projects Division Of IPMS Canada

"Special Announcement"

As one of the very few IPMS branches that offers back issues of its society journal, IPMS Canada is at present trying to determine if it is worthwhile for us to continue to offer back issues of our society journal, Random Thoughts (RT).

As a result, we are having a 3 month sale on all back issues to gauge if there is any interest. If we do not realize sufficient sales, we will determine that there is not enough interest in the back issues of RT and as a result we will no longer continue to offer back issues.

So, if anyone has been contemplating filling in any gaps in their library, this would be a good time, as back issues of RT may not be available in the near future.

This sale is offered to both members and non-members of IPMS Canada.

Note that all prices include postage.

IPMS Canada Lapel Pin

Domestic (P&P incl.) \$7, two for \$13
International (P&P incl.) \$11, two for \$19



RT Volume (and Year)	Issue Numbers Available: (Blue Bold indicates a 'double' issue)	Price Per Issue:
7	4, 5, 6, 7, 8, 9, 10, 11, 12	\$5.00
8	2, 3, 4, 5, 6, 8, 9, 10, 11, 12	\$5.00
9	3, 5, 6, 7, 8, 11, 12	\$5.00
10	1, 2, 3, 4, 5, 6, 7, 8/9 , 10/11 , 12	\$5.00
11	1, 2, 3, 4, 5, 7, 8, 11/12	\$5.00
13	6	\$5.00
14	1, 2, 3, 6	\$5.00
15	1, 2, 3, 5, 6	\$5.00
16	2	\$5.00
22	1, 2, 3, 4, 6	\$5.00
23	1, 2, 4, 5, 6	\$5.00
24	2, 3, 4, 5, 6	\$5.00
25	1, 2, 3, 4/5 , 6	\$5.00
26	1, 2, 3, 4, 5, 6	\$5.00
27	1, 2, 3, 4, 5, 6	\$5.00
28	2, 3, 4, 5, 6	\$5.00
29	1, 2, 3, 5, 6	\$5.00
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30	5/6	\$9.00
31 (2009)	1, 4	\$9.00
32	3, 4	\$9.00
33	3, 4	\$9.00
We have a limited supply of complete volume year, bound issues, some of which are hard cover and some soft cover.		
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