



Did you like the two T-Bird and Hurricane decal sheets? Want some more? It's a lot of work for those involved in the actual production, i.e. the researchers, article authors, decal artist, and **RT** editor. We're sure you'd like more free decals, as would we. But if there are to be more we need you – the members – to pitch in and help. Just what do we need?

First we'd like to have suggestions on what would make good future subjects. Please be somewhat realistic. You might really want to build a model of Group Captain Percival Smyth-Jones' Beagle B.206... but would anyone else?!

Next, if you have a good idea, we'd like you to do some research. Our production staff (that's a joke, folks) will produce the decal artwork and present the material in **RT**, but doesn't really want to take on the research... especially if it's a subject they're unfamiliar with. This would be a great opportunity to work with your friends, or maybe your local chapter, as a group project. It would also be nice to see some ideas for vehicles and cars as well, so let's hear from our non-aircraft modellers.

Finally, I must say we didn't receive a great deal of feedback about the decals. Maybe nobody liked them?! If you look at what commercial decal sheets are selling for, you just got about \$20-24 worth of decals free with your IPMS Canada membership. If this is something we should do again, it would only be if the members want it to continue.

Hey... where's the armour material, car material, or space & sci-fi material in this issue?

Obviously members of this bent haven't provided anything lately. We don't brow-beat people into sending us **BT** material. We don't hand out assignments to authors. We don't buy articles. What comes in, people have sent because they want to share it with all the other members. That's why this issue of *beave**RT**ales* is a bit smaller than past issues.

Why not put something together and share it with the rest of us. We're not looking for big **RT**-style modelling articles. How about some photos of your grandfather's tank. Or maybe a review of that new fire engine kit. Or some clever hints-n-tips you've tried. Or a couple pics showing how you display your models. Or photos of your work area. Just look through some past *beave**RT**ales* and let them be your guide. This newsletter is ours, and it should reflect the modelling interests of *all* the members.

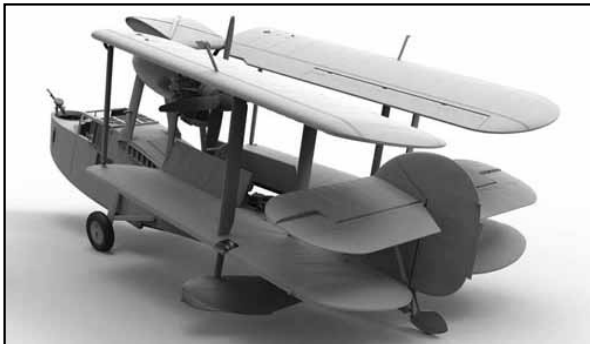
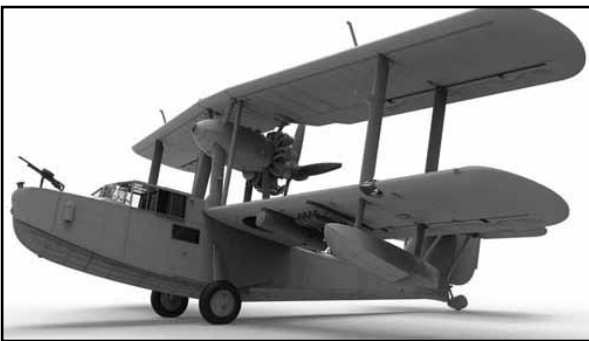


1/48 Walrus from

In case you haven't heard yet... Airfix has announced a 1/48 scale Supermarine Walrus for release next year. They have also provided some of the 3-D computer-modelled images which will be used in the tooling process.

And, of course, it wouldn't be *beaveRTales* if we didn't include a little bit of Walrus whimsy. So here's a photo of famed actor Ralph Richardson posing with a Walrus! It's not certain whether or not he actu-

ally flew this one. At the outbreak of war Richardson joined the Royal Naval Volunteer Reserve as a sub-lieutenant pilot. He considered himself lucky to have been accepted, but the FAA was short of pilots. Rising to the rank of lieutenant-commander, his work was mostly administrative, probably because of the large number of planes he crashed, through which he acquired the nickname "Pranger" Richardson. In April 1941, at the Royal Naval Air Station, Lee-on-Solent, he was able to welcome Laurence Olivier, newly commissioned as a temporary sub-lieutenant. Olivier quickly surpassed Richardson's record for pranging aircraft.



How to REALLY build the Airfix 1/24 Hawker Typhoon Mk.Ib

An exhaustive online review by Gilles Pepin,
Montreal Aviation Museum

A follow-up to the July 2016 beaverTales article

As one of the modellers and researchers at the Montreal Aviation Museum (MAM – formerly the Canadian Aviation Heritage Centre), I had the pleasure to build the model of F/L Peter Roper's Hawker Typhoon Mk.Ib (late), just as he flew SA•Q on that fateful early evening of June 07, 1944. Near Caen, he spotted a row of Panzers but, before he could fire his four cannons (no RPs on SA•Q), his aircraft was repeatedly struck by 20mm flak. Seriously wounded, he bailed out and was succored by local French farmers in whose fields he had landed. This model was to go on display (along with Dr. Roper's parachute and other artifacts from his Typhoon) at the Musée de la bataille de Tilly-sur-Seulles. Regrettably, the model arrived at the museum in France DBR – RAF WWII lingo for Damaged Beyond Repair. (see photos at right)

The devil IS in the details

Why such a detailed review? Simple. The kit is delightfully accurate in its minutiae... and complex. The instruction booklet is well done. So is the Brett Green 'How to build... Airfix Hawker Typhoon Mk.Ib' book. However, both have limitations: the instruction booklet's 229 steps are all in drawings, while the 'How to ...' book's first 28 pages – informative as they are – provide little in terms of actual 'how to'. The rest of the book could hardly be construed as a step-by-step review, its structure being more visual than descriptive (excellent photography but very limited on the actual 'how to' narrative). This review, combined with the instruction booklet (and with the Brett Green book as a complement), will provide the modeller with a clear roadmap to a successful build. Here's the direct link to the review/build article on our website: <http://www.cahc-ccpa.com/en/all-projects/43-special-projects/94-the-building-of-saq>. I strongly suggest that the reader download the file in PDF, as it will be easier to view and read.

Details, 60 or so photographs of the build and of the only surviving Typhoon, MN235, on loan to the Canadian Aviation and Space Museum (Ontario, Canada)

from RAFM Hendon, round up the 86 page step-by-step review. These photographs of MN235 are copyrighted to MAM's photographer, W. Mark Roe, with permission and technical assistance from CASM, and his assistant, William Walshe.



↑ BEFORE

AFTER ↓



Some interesting diorama accessories...



OK... so I like cats. But another reason I thought mention of these new items would be worthwhile is that these 1/35 scale cats are 3-D printed, rather than resin cast. It shows some of the capabilities of high end 3-D printing, and also is an opportunity to present **Matho Models**, a company you may not be familiar with.

On their website (<http://www.mathomodels.com>) you'll find a variety of nifty accessories that would enhance any diorama. Some, like the cats, plastic crates and mushrooms (yes... 1/35 scale mushrooms!) are 3-D printed. Others such as the baskets of fruits and vegetables, and the plastic garbage bags, are in the more-familiar cast resin.

If you've ever wondered about 3-D printed items here's a chance to try your hand working with some at a reasonable price, without actually having to design and fabricate them yourself.



RAF Linton-on-Ouse

a diorama project

at the Montreal Aviation Museum

Member **Gilles Pepin** sends some 'work-in-progress' photos of this incredibly busy diorama built by several of the museum supporters.

Set on a concrete pan and perimeter taxiway, there are vehicles, bomb trolleys, Queen Mary recovery trailers with cranes, oil bowsers, Matador fuel trucks, Bedford trucks, motorcycles, bicycles, ladders, maintenance scaffolding, and around 50 figures (plus the Lancaster, of course). Note the NAAFI tea truck (a modified Airfix ambulance) with the correct lettering/logos/recruiting posters from that era.

Kits used for the diorama:

Airfix Control Tower; Airfix Avro Lancaster Mk.II; Airfix RAF Refueling Set; Airfix RAF Refueling Set; Airfix WWII USAAF Personnel; Airfix RAF Emergency Set; Airfix RAF Emergency Set; Airfix WWII RAF Bomber Re-supply Set; Airfix WWII RAF Bomber Re-supply Set; Airfix RAF Recovery Set; Airfix RAF Recovery Set; Airfix WWII RAF Vehicle Set; Airfix Scammell Tank Transporter (modified) ; Armory RAF WWII Heavy Bomber Crew AR; MiniArt Service Station; MiniArt Workshop

The "We Build Heritage" building team:

Bruce Mcleod, Gilles Pepin, W. Mark Roe, William Walshe, Mark Whittaker. (I see some of them are not yet IPMS Canada members... Sign 'en up, Gilles!)







Last issue's item on the demand for licensing fees by government departments apparently has hit a nerve among the membership. Below are some comments received regarding the situation.

“Let me preface this by saying that I am not a lawyer (nor do I play one on TV), so what follows just seemed to be “common sense” to my way of thinking.

“I would think a lawsuit or ‘cease and desist’ order would be issued when an action or use of an image would deprive the owner of income/profit, or possibly bring their product or institution into disrepute. Armed forces are not being deprived of profit as, e.g., Gucci is when a knock-off carries their logo. The armed forces are not in business to sell models or decals and make a profit, and therefore are not losing anything by having kits appear with armed forces markings. I don’t see how a model of an F-14 would bring the US Navy into disrepute either! Nor does Boeing manufacture and sell models of the B-17, so I’m at a loss to see how Airfix, Monogram, Tamiya, etc. would be eating into Boeing’s potential revenue stream by issuing a B-17 model! And rather than bring the company and item into disrepute, I would think that it only glorifies Boeing’s wartime efforts and their great products!

“Do the logos (and other intellectual property) belong to the owners of the company? In private business that would be the shareholders, or partners or sole proprietor if a privately held company. Surely the armed forces, and hence their emblems, are owned by the citizens/taxpayers of the country which elects their political masters. Hence, the armed forces should not be telling their funders/employers that they cannot use their emblems on items. Is this really different from a religious institution such as a Christian church demanding licensing agreements and royalties if someone wants to use a cross symbol on a coffee mug?!

“The previous arguments aside, surely having military markings appear on model aircraft, tanks, ships, or whatever, is the cheapest and possibly most effective type of recruiting promotion there is. It can reach the right age group, and get these young people enthusiastic about the military. Modelling is always accompanied by learning about the technology of the modelled items, and also the history of the military and a nations’ wartime past. Given all this it surely is much more effective than lame TV adverts encouraging them to “*be all you can be*”, or “*aim high*”. **And it costs absolutely nothing!** This type of thing should be encouraged by the armed forces, rather than having their civilian bureaucrats and bean counters try to stamp it out or make a few bucks from it... maybe enough to buy another container of ‘made in China’ t-shirts or lapel pins supposedly promoting the military and enlistment.

“If pilots or other personnel display their names on aircraft or vehicles or ships, are they not in the public domain? If shown on the news would CNN be asked for royalties? One wonders if the personnel themselves would object to having ‘their’ aircraft or tank on display in a model form. Can you imagine Douglas Bader threatening to sue because a kit was produced with his markings?”

G. Princip

another member writes...

“I was involved in discussions with a lawyer, who told us that neither history nor government output (seals, designs, plans) were copyright-able... since they were history (owned by nobody) or in the common domain. We responded to the claimant, who muttered and threatened and postured and then did absolutely nothing. Thus anybody can make a kit of a Zero with meatballs without reimbursing Japan or Tamiya.”

and yet another...

“In the U.S., any work which is created by a federal government employee or officer is in the public domain, provided that the work was created in that person’s official capacity. For example, during the 1980s, a songwriter used words from a speech by then-president Ronald Reagan as the basis for song lyrics. The words from the speech were in the public domain so the songwriter did not need permission from Ronald Reagan. Keep in mind that this rule applies only to works created by federal employees and not to works created by state or local government employees.”

Charles Lindbergh in Canada



The Spirit of St. Louis

Charles Lindbergh's solo trans-oceanic flight made him a world celebrity, and interest in aviation soared. He went on to take part in numerous events promoting flight, including Canada's celebrations surrounding the sixtieth anniversary of Confederation, which were held in Ottawa, in July 1927... and he brought the *Spirit of St. Louis* with him!



Charles Lindbergh on Parliament Hill in July 1927.



Lindbergh with the *Spirit of St. Louis* at Ottawa's Hunt Club, July 2, 1927. While now a golf course, apparently there was room to land an aircraft back then!

The Lockheed Sirius

Several years later Lindbergh wanted a new plane that would be able to scout air routes to the orient. Lockheed had introduced its Sirius model in 1929. Lindbergh's aircraft was built to his specifications sometime between then and 1931. His special requirements included a tandem cockpit with dual controls and sliding canopy to accommodate himself and his co-pilot – wife, Anne Morrow Lindbergh. The fuselage needed to be big enough to allow for full use of parachutes in case they needed to bail out. Room also had to be made for state-of-the-art navigation equipment and a small generator that could power the Lindberghs' electrically heated flight suits. The Sirius was outfitted with Edo floats, as much of the planned route was over water. The aircraft was named "Tingmissartok", which means "one who flies like a big bird". The name was given by an Inuit boy in Godthaab, Greenland.



The Lindberghs with *Tingmissartok* on the Ottawa River near the Rockcliffe air base in August 1931

In Late July, 1931 they embarked on their scouting trip of the Great Circle Route, which was described solely as a vacation flight, with “no start or finish, no diplomatic or commercial significance, and no records to be sought”. It began in North Haven, Maine, from which point the couple flew to Ottawa. From there they flew to various other sites in Canada, in-

cluding Moose Factory, Churchill, Baker Lake, and Aklavik, before heading to Point Barrow, Alaska. They continued on to Shismaref and Nome, after which they crossed the Bering Sea to Petropavlovsk. From here they continued over the Kuril Islands to Tokyo, and then on to China, with the final stop on Lotus Lake near Nanking on September 19.




Above & below: A couple of photos taken during the stop at Churchill, Manitoba.






Tingmissartog now resides at the National Air & Space Museum in Washington, D.C. The attractive scheme of black and red-orange usually appears to be overall black in original photographs due to the type of film commonly used back then.

Lockheed Sirius
seaplane



1/72
resin kit

BALATON MODELL

decal:


No. BM7204

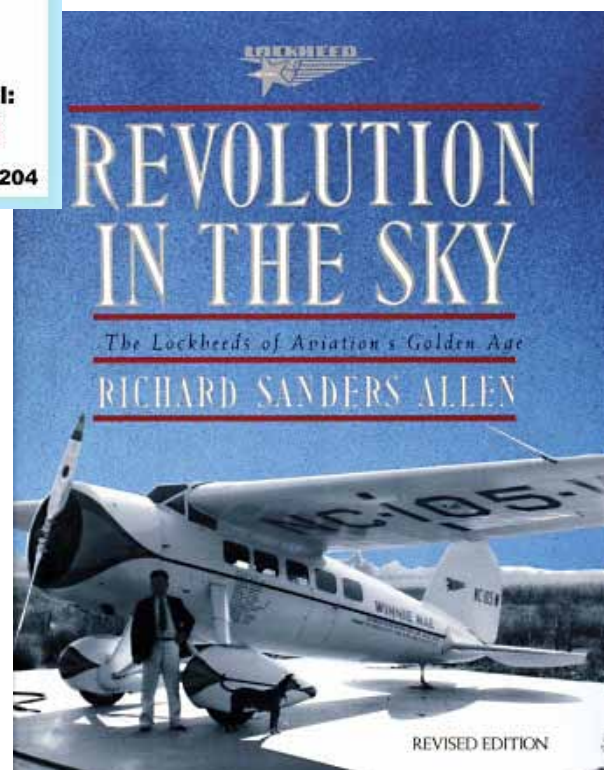
A good reference on the single-engine Lockheeds of the period... the Vega, Sirius, Altair, Air Express, Explorer, etc. is the book, Revolution in the Sky by Richard Allen. Try your local booksellers or Amazon.

Models

If you'd like to build a model of some Lindbergh Canadiana for your collection there are various options. There have been a number of *Spirit of St. Louis* models released over the years in scales ranging from 1/200 to 1/32.

His Lockheed Sirius is a bit more challenging. There is currently a 1/72 resin kit from Balaton Models (above – check the Balaton website – <http://www.balatonmodellshop.co.uk/>)

A 1/48 version will be rather more difficult, but if you can find an old AMT Lockheed Vega kit and a copy of IPMS USA's *Quarterly* Vol.3, No.3 – and you're not afraid to slice & dice, it can be done.



Building the Styx

in 72nd scale



by David Knights, C6091, Louisville, KY

Merit recently released a 72nd scale kit of the Osa-class Soviet Missile boat. This kit includes several models of the P-15 Termit (SS-N-2 Styx) anti-ship missile. The Styx was the main armament of these boats. Its use in the 67 Arab-Israeli conflict and the 71 India-Pakistan war revolutionized naval surface



warfare, and for a short time these weapons became highly feared. Copies of the missile were manufactured by China and North Korea and used by dozens of countries.

I have an interest in Soviet/Russian missiles. I've previously built the AModel AS-4 Kitchen and that became the inspiration for the beginning of a collection of Soviet/Russian missile weapons. Knowing my interest in these weapons, fellow modeller Jeff Groves sent me one of the Styx from the Merit Osa-class missile boat kit.



The missile itself is pretty easy to build, consisting of only 8 parts. The entire model is only a bit over three inches long with a wingspan of less than two inches. The missile doesn't come with a stand, as it is part of the larger missile boat kit; but a transport trolley would be easy to scratch build. There are numerous photos of such trolleys with the Styx to be found on the internet.

Parts fit on the model is generally excellent. With such a small model, alignment is even more important, so care must still be taken. A modeller can use a project like this to concentrate on basic construction and painting skills. That was the way I approached it. I primed the model with Mr. Surfacer 1500 Black and carefully filled and sanded flaws that I had missed, paying more attention than usual to these construction basics. I use Mr. Surfacer 1500 black almost exclusively for priming. In addition to being a good primer that shows flaws the modeler

missed, it is an excellent base for the subsequent paint scheme.

A quick view of photos on the net reveal that most Styx are in some version of Russian Light Aircraft Gray from the WEM/Colourcoats line. There is a bit of variety on the nose portion of the missile and I chose to use an Xtracolor Russian Radome Gray. The slight variation in the colors turned out nicely. I also varied the finish with the body being a dead flat and the Radome staying glossy. I used Alclad II matte

varnish. It gave a really good flat finish to the body of the missile. I highly recommend it. It will be my go-to flat varnish in the future.

While you see some photos of Styx with no data stencils, and some photos with a few stencils, I de-



cided that for visual interest I'd add some random data stencils. I first tried to use a few from a sheet from the Revell Germany MiG-21, however, those decals turned out to be thick and rather poor. I pulled them off and decided to use items from a sheet of Su-27 data stencils from Linden Hill. These worked beautifully, and I think they add a bit of visual interest to the model.

All in all, this was a fun build. In doing research I learned about the SS-N-2's place in the history of naval warfare. I got to try out some new techniques and ended up with a nice little model that you won't see every day.





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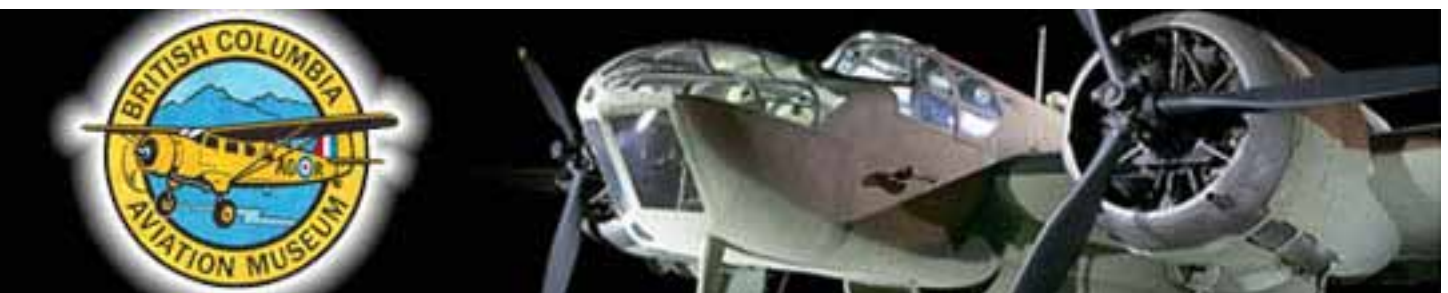
The Greenwood Military Aviation Museum, CFB Greenwood, NS – www.gmam.ca



The North Atlantic Aviation Museum, 135 Trans Canada Highway, Gander, NL
www.northatlanticaviationmuseum.com



The Alberta Aviation Museum, 11410 Kingsway, Edmonton – www.albertaaviationmuseum.com



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