



Well... once a year it is! So why do some renew their membership well past the deadline cut-off date on their renewal notice? In doing so they may well miss the next issue of **RT** (and whatever goodies may be in it). Oh yes... they **will** receive a full compliment of **RTs**, but there may be a gap in their collection.

So... why all the fuss? Why not just send them the issue they missed? Well, it's a bit more complicated than that. First we plan the **RT** print run very carefully so that we won't be stuck with quantities of back issues. (And if you think we *should* keep quantities of back issues to sell or provide as required, does that mean you are volunteering to take on the task of storing and mailing them?)

Also, it takes time to finalize and lock down the membership data base each issue. Those who have not renewed online must have a renewal notice printed, along with an extra address label for the form. Those who have renewed, and new members, must have their membership card printed to go in their magazine. All these things have to be sorted and organized to mate up with their properly addressed **RT** envelope. I hope you can see how it's really not possible to just slip late renewals into the work flow. You snooze – you lose! So... don't snooze!

When you receive your email notice asking you to renew, or receive a printed renewal notice in your **RT**, please do so without delay. It will be out of the way, and you're guaranteed not to miss out on anything. Renewing online is the best and easiest way... you'll not need envelope, stamps, or a cheque. it is very quick, and you'll have a receipt.



Here's something you might want to try next time you're building. It's Scotch brand Removable Tape. It's a lot less adhesive than their regular tape... kind of like Post-it note adhesive, but maybe just a little stronger. Anyway, you could use it to, for example, hold fuselage halves together while the glue sets, or hold wings or tail at the proper dihedral. It should be good for holding small parts in position as well. The advantage is that when everything is set, it's a breeze to remove, and if used on small parts, there's less chance of breaking them as you wrestle with the tape. You can get it at any office supply store, Staples, Office Depot, etc.



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... **Alex Harrington** of Guelph, ON. Alex has been sent his prize, *"Fifty Weapons that Changed the Course of History"*. More email renewal notifications will be going out before the next issue of **RT**, so if you receive one, please use it to renew ASAP... it's easier and better for everyone!



SPOTLIGHT ON

In this issue of beaverTales we continue our series of articles presenting IPMS Canada's local chapters. Here president Glenn Cauley tells us about IPMS Ottawa.



IPMS began in the UK, then journeyed outwards across the globe. IPMS Canada received its charter in 1964, and in 1966 IPMS Ottawa became the first IPMS Canada chartered local chapter. The club presidency has changed hands many times over the years, and each added their own style and flavour to the club. The current club president, Glenn Cauley, took over the top spot from Mike Mathieu in 2009, and remains as President to this day. Others with roles in guiding the club include Bill Eggleton (VP, Secretary/Treasurer), Wayne Giles (Club Event Liaison), Benoit Bonnier (Awards & Promotions), Dr. John Clearwater (Club Contest Coordinator), and Juan Lopez (Decal Bank Custodian); all are active model builders who enjoy building many different types of scale plastic models.

IPMS Ottawa has for several years been “twinned” with two other clubs – IPMS Farnborough (UK) and ACTSMS Canberra (Australia) – in an effort to share



VP Bill Eggleton enjoying a build day at the Canadian Aviation & Space Museum.

their common passion of model building and foster international relations and camaraderie. Gary Barling excels at liaising between the clubs, and each club is very happy to welcome globe-trotting members from their twinned counterparts.

Membership of IPMS Ottawa has waxed and waned over the years. We currently stand strong at approximately 70 members, with approximately 40 regularly attending club meetings. There are many talented model builders with exceptional skills in our ranks, balanced by many who are eager to learn new or different skills.

Being a government town with many national museums and institutions in the area, IPMS Ottawa has made its home in a number of these facilities over the years: the old Canadian War Museum, Wallis House (then home of several military reserve units), the Na-



Club members at a club meeting enjoying a build & talk session.

tional Research Council, the Canada Aviation and Space Museum, and most memorably the Canada Science and Technology Museum.

People visiting our club at the Science & Tech Museum always marvelled at the Museum's lighthouse, pump jack, and Atlas rocket in front of the building. After meeting socializing took place at Kelsey's Elmvale (a nearby watering hole) where we enjoyed good food, good company, and tall modeling tales of ever-more complex builds. Meetings at the Museum came to an unceremonious end in late 2014 when it abruptly closed its doors due to airborne mould. Fortunately, the Aviation Museum came to our rescue by offering use of their meeting rooms. This was a good short-term solution, but a large membership combined with space restrictions made us re-evaluate our requirements. We departed the Aviation Museum for larger, more central accommodations that we enjoy to this day: St. Anthony's Banquet Hall in the "Little Italy" section of town.

Club meetings are held on the first Wednesday of each month. Agendas vary but we always strive to have something interesting and hobby-related: presentations or demonstrations, slide shows of members' recent travels or model shows, or discussions of upcoming models and other hobby news. There is a club contest at each meeting, sometimes ad-hoc but also some with specific themes... and occasionally a memorial contest for dearly departed members. A shared "decal bank" allows members



Spectators at CAPCON 2017 appreciating the hundreds of model artworks on display.



The Model Room of CAPCON 2017 was in the LeBreton Gallery, where some of the models were set amongst their full-sized counterparts.

to contribute and take decals. At the start of meetings we bring our membership up-to-date with hobby-related goings on, but do our best to keep "administrative" discussions to a minimum. We hold biannual Swap Meets and Build Nights (though not at the same meetings).

On the second Saturday of each month, we host day-long Build Days at the Aviation Museum. Tables, chairs, and electrical cords are provided, and we get to spend

the day working on models and interacting with the public. Oh, if we had a nickel for every time we heard, "... Yeah, I used to build models when I was young, but..."

One of IPMS Ottawa's crown jewels is CAPCON, our biennial plastic scale model contest. CAPCON used to be an annual event many moons ago, but changed to once every two years to give organizers a much-deserved rest between shows. CAPCON has enjoyed some good successes over the years, particularly CAPCON 2017 which was newly hosted at the new Canadian War Museum, in part to celebrate Canada 150. It was a marvelous new venue and fantastic event, and they have invited us back for CAPCON 2019.



For some, modelling is a family affair.



Mike Belcher (of Belcher Bits) showing off the fuselage of a 1/48 HPH B-36 Peacemaker.

Editor's note: Under a policy instituted by the Chapter, any member of IPMS Ottawa who gets a new IPMS Canada membership, or renews their existing membership, receives a partial reimbursement of the fee. A great idea, and kudos to the Ottawa Chapter for supporting national membership. Any other local chapters that would like to try something similar can contact Ottawa chapter president, Glenn Cauley – president@ipmsottawa.com – for details on how it works.



A blast from the past! Some of the members of IPMS Ottawa, taken April 2006. Many are still with the club, though some have passed on.

...on This & That

First of all, I would like to thank everyone at “Head Office” for the time they take away from their modelling just so I can have a magazine to read every so often. As I do not belong to any chapters, nor am likely to get involved with any, my main source of all things modelling comes from **RT** and the occasional visit to the site. (*And beaveRTales, I hope – Ed*)

With regard to the current state of affairs concerning the executive, I think it works just fine. Elections take time and can become a popularity contest. Over the past 46-48 years I’ve been with IPMS Canada... has it really been that long!!! I mean the Earth was flat and dinosaurs roamed the planet back then. Mind you hobby shops were a lot more common then before online ordering killed a lot of them off. More on that later. I rather like the informal way the things are. If someone from Newfoundland or British Columbia wants to volunteer, with modern technology, it can be done relieving the burden on those in Ottawa to run the show. Basically, if it ain’t broke, don’t fix it.

As to associate memberships, I am against it, or at least the amount they will get. While no membership rate has been kicked around, I feel they are getting the steak but without the sizzle. The opportunity to buy decal sheets members get free and all the other goodies like discounts, entering contests etc is too much. The only thing they aren’t really getting is **RT**, everything else comes with full membership.

Now, I think something should be offered to junior members. They are the tomorrow for the hobby. A junior member could have access to discounts at hobby shops, **RT** and maybe a nominal fee for a model contest entry and free admission for a show. The age of 12 would be the maximum I feel for a junior membership. Of course, age has to be verified. There will be low lifes who submit their kid’s name perhaps to get **RT** on the cheap but hopefully they will be few and far between.

Local hobby shops deserve our support. I know my shop, as well stocked as it was could not carry everything. If I needed something, I waited for it to arrive. I did not, nor do I do online ordering. Should have heard some people howl when one of our shops was closing. When asked the last time they shopped there, they said well, not really, just if they

needed some paint or glue right away... but kits etc. came from online.

I can’t see any saving on that. You might get it cheaper but then you have to figure in taxes, shipping and you have to wait. What if there is a problem with the kit? At least your local shop knows you got it there and often will make it right. The local shop should not have to be expected to make it right from another source.

I don’t have a decent hobby shop here. Wish I did. One caters to the RC people and the other is 80% RC stuff but at least he can get paints and glues for me. If I need something substantial, I mail order it from the shop near where I lived. That adds to the cost of a kit or accessory as I pay retail plus the postage.

I like the current format of **RT**. A light year distant from the earlier issues I have. Line drawings, shaded and hatched areas for colours, no photographs and thin paper. I have to admit, some of the finished models are intimidating and makes one’s builds look terrible. However, some subjects are very tempting and I have added to my “to build” stash as a result.

I don’t have a preference. I build what I like and I build for myself. I just wish I could do figures that don’t all look like zombies so you will not see those on or in my models.

Anyway, need to run. Thanks for all you do for me.

Clive Reddin, C2295

re Yale propellers

Reference the maroon color mentioned in the latest **RT** for the back of unpainted propeller blades: I looked at the website you showed in the **RT** article on the Yale trainer.



I compared the color shown on the web page to a color in my FS595B fan deck--FS10076 is a match. Since the back of the propeller blade was undoubtedly a matte color, there would be a slight color change but not too big a change.

Bob Shoop, C-5495

PayPal Accepted here



We've received queries from several members lately who have never renewed online, but have always sent cheques or money orders. They wonder about renewing the easier way... online using PayPal. So, for their – and our – benefit, let's see how it works.

If you do have a PayPal account, it's no different from ordering things online as you undoubtedly have before. Just like when you ordered that kit from an online hobby supplier, or a book from Amazon.

If you don't have a PayPal account, no problem. You can still use the PayPal system but pay with a credit or debit card instead. Here's how: Go to the IPMS Canada website's Join/Renew page, or click on the link if you receive an email renewal notice. Then –

1. You can now chose to pay with Paypal, or select the "CHECK OUT – PAY WITHOUT A PAYPAL ACCOUNT" option in the window that will come up.
2. Enter your credit card's info, address, etc. When you're done click on "REVIEW AND CONTINUE".
3. A summary comes up. If OK, click "PAY NOW".
4. You may be asked if you'd like to open a PayPal account. If not, just click "NO THANKS".

You're done! How easy was that?! Nothing to mail, no cheques or envelopes, no postage stamps, no delay. *You will receive an email notification from PayPal confirming the transaction, and we will receive notification as well, and will process your renewal.* You are now renewed! It's safe and secure, and no one will bother you again... at least not till next year!



Run! Run! The National Director is here to thank you for renewing!

Homemade Decals...

This is how it was done prior to the introduction of after-market decals, home comput-

ers and graphics software, ALPS printers, and blank decal paper. From the "Model Talk" column by Geoffrey Norris, *RAF Flying Review*, May 1960.

**KICKIN' IT
OLD SKOOL**

"You need: a sticky label like those used for re-addressing envelopes, some clear varnish (I used Humbrol), and ordinary plastic enamels. Working on the sticky side of the label, coat the approximate area of the transfer with clear varnish and allow to dry. Then trace the design onto the varnish. paint it in, and allow to dry again. Another coat of clear or matt varnish on top of this will help strengthen the transfer, but it is not strictly necessary. Once this is dry you can proceed as with an ordinary transfer. One last word of advice: these transfers need a lot of soaking and do not slide so easily as those bought in kits. But they certainly stick on the model very well indeed."*

*Note: this is a gummed label with "lickable" or water-activated glue, NOT the pressure-sensitive adhesive variety.

Having done this many times after discovering this process, I can testify that it does work quite well. My "clear varnish" of choice in those days was Pactra Clear Gloss enamel, Humbrol being somewhat hard to find in the US in the early 1960s.

Michael McMurtrey, C-1426

HELP!

I am desperately seeking 2 kits (hopefully in 1/35 scale) of the British 12-pounder used by British and Canadian forces during the Boer War of 1897-99. I have been tasked to construct a diorama by a local museum of Canadian volunteer soldiers who participated in this action in South Africa.

I have searched, but can't find an appropriate kit, or any information about artillery pieces from the late 1800's. I might have to use a Civil War artillery piece and modify it to suit the later period. Just wondering if anyone might know of a source for such a model?

Mark Etherington

m.etherington@i-zoom.net

Hi gents, I have a couple favours to ask of if anyone can help: I'm looking for an article that appeared in the Dec.20/15 issue 37-10 of Scale Aircraft Modelling called "A Malta Story, part 1" by Paul Lucas on pages 49-53. Could you ask around to see if anyone has a copy of that mag in their library? I would be most grateful if he could make colour scans of those pages and email them to me.



Also, a few years ago, I stumbled upon an ad in a modelling mag for a new release of the Diamond T tank transporter and trailer. I lost my note about it and hoping one of our armour guys might know of it. Thanks

Larry Parnell, lbparnell@shaw.ca



A while ago we raised the subject of possibly instituting a new "Associate" category of IPMS Canada membership. The idea is that for a relatively small fee they would receive, via email, four issues of *beaverRTales*. They would receive a membership card with which they might gain entry to events or contests which require an IPMS National membership. They would be able to avail themselves of the discounts which some vendors/suppliers provide to IPMS Canada members. They would be able to purchase IPMS Canada merchandise that's available only to members. And they would also be able to purchase IPMS Canada special items (like our decals) that are provided free to "Regular" members. "Associate" members would **NOT** receive **RT**.

We have crunched the numbers and discussed at length what would be a reasonable membership fee for associate members, and have come up with the figure of \$20.00 (Canadian). Because associate membership would incur no **RT** printing costs or **RT** mailing costs (though we would still have to physically snail-mail membership cards, etc.) this fee would be the same regardless of where in the world the associate member is located.

The question has been asked whether this might entice some of our existing members to 'downgrade' to associate member status, in order to save a few bucks. Surveys done in the past indicated that **RT** is the prime reason most existing members joined IPMS Canada, so we assume that they would not want to switch over, and forgo that benefit.

Some might say that \$20.00 seems relatively pricey considering it costs nothing to email a *beaverRTales*. But remember... the fee is used to cover more than that. The associate member is joining IPMS Canada, and the fee must be used to provide member benefits for ALL members, as well as help defray the cost of running the organization, from the PO Box rental, to website hosting, to increased print runs for decals, etc.

So, given the parameters as described here, we are asking one last time for any feedback you would care to provide before a final decision is made.

The soap
opera
continues...



Atlantis Model Co., manufacturer of plastic models and toys, has purchased the tooling for many plastic model kits from the new owners of Revell, Revell Inc. USA-Blitz Partners. These molds were from the tooling banks of Monogram, Revell, Aurora and Renwal, some dating back to the early 1950s. They include automotive, aircraft, ships, military, figures, space and other subjects. All of the model kits will be made in the USA.

The deal was worked out shortly after the Hobbico bankruptcy (as reported in April 2018 *beaverRTales*) was settled out. Rick DeFavero, VP of operations, states, "I think model enthusiasts around the world will be pleasantly surprised in the coming years to see what the tooling bank and Historical Archive contains. We believe our releases will appeal not only to people that saw the original issues of these kits, but also to a new generation that can help expand and grow the hobby!" Look for kits to hit store shelves the first quarter of 2019.



Walter Wolf Model Kits

by Evan Jones, C3372

This article on Walter Wolf Model kits turned out larger than anticipated, and so we've decided to break it into two installments. This first provides some background and looks at the Wolf Formula One and Can Am vehicles, and Wolf Lamborghinis. In the next issue we'll continue with coverage of the Wolf motorcycles.



Introduction

There was an article in the November 2017 *Globe and Mail* newspaper that began discussing the small diecast Lamborghini Countach cars that are available in Japan with Walter Wolf and Canadian flag logos. It got me thinking about the kits that are/were available for various Walter Wolf cars and motorcycles.

Background

Walter Wolf is a retired industrialist, born in Austria in 1939. He immigrated to Canada in the early 1960's and made his fortune in the oil services industry. For motor racing fans, he was best known for fielding a Formula One race car team, Walter Wolf racing, which competed in the 1977 to 1979 seasons. They were most successful in their first year and even marketed their own team wristwatches, cigarettes and cologne. In 1977, he also funded a Can-Am team, with his Wolf Dallara WD1 car, driven in a number of races by Gilles Villeneuve. He also was involved with Lamborghini, the Italian supercar manufacturer, commissioning them to build three cars to his specifications. He is credited with saving Lamborghini and at one time was thinking of buying the company.



In 2013, an arrest warrant was issued in Slovenia for his involvement in an arms deal. However, he never stood trial and continues to live on his ranch in British Columbia.

Formula One model car kits

First Generation: Wolf WR1 to WR4

The initial Walter Wolf car was designed for the 1977 season by Harvey Postlethwaite who has worked for Hesketh Racing. Driven by South Africa Jody Scheckter, the car won its inaugural race in Argen-

tina, the Monaco Grand Prix and most importantly, the Canadian Grand Prix in Montreal. The team finished second overall for the season. There were four chassis built, identified as WR1 to WR4 and were also campaigned in the 1978 racing season. The car had a distinctive dark blue body colour, with gold accents, Walter Wolf logos and, in some races, sported Canadian flag markings.

The Wolf WR1 has been released in kit form by **Tamiya**, in both 1:12 scale and 1:20 scale. As usual, these are superbly engineered kits, have been re-released over the years and can still be found quite readily. Each time the team won a race, they added a logo to the car celebrating the victory. You need to decide which version of the car you want to build. A picture of the 1:12 scale model appeared on the cover of **RT 39/3**



STUDIO27 オリジナルディテールアップパーツ付属
 カルトグラフィックカー付属
 * NOT SUITABLE FOR UNDER 10 YEARS OLD. AGE 14+
 * CRIBNET AND PANTS NOT INCLUDED
 * INJECTION STATIC PLASTIC MODEL + PHOTO-ETCHED PARTS + WWS ORIGINAL DETAIL UP PARTS
 * ALUMINUM AIR FUNNEL + METAL AIR FUNNEL MECH + TYRE
 フルディスプレイモデル
 国産車(既製)

Include
 Helmet

THEODORE RACING
 COLLECTION

Keon
 Hemden&Blusen

THEODORE RACING Wolf WR3

German GP/Austrian GP/Dutch GP Wolf WR3 "Keke Rosberg" 1978
 * SUPER DETAILED FORD D.F.V. ENGINE * READ CAREFULLY AND FULLY UNDERSTAND ALL INSTRUCTIONS BEFORE ASSEMBLY.
 セオードールレーシング・ウルフ WR3

Approved and Licensed by THEODORE RACING

ST27-TRK001 1/20 Theodore Racing-Wolf WR3

Studio27 (a multi-media kit manufacturer based in Japan) released a number of versions of the WR1 the WR3 in 1:20 scale. This includes the distinctive Walter Wolf blue and gold colouring as well as the red and white Theodore Racing livery. These kits are pricey, but are still available.

Second Generation: WR5 and WR6

Halfway through the 1978 season, aerodynamic ground effects were becoming more important



1:20 scale Studio27 Wolf WR5

in Formula One. To keep up with the competition, mainly the Lotus 79, the team built two versions of this second generation car, the WR5 and WR6. However, they did not fare so well in Formula One racing, placing on the podium only three times.

Three companies have released WR5 model kits:

Studio27 (Japan) multimedia kit in 1:20 scale – out of production but still available

Nitto (Japan) plastic kit in 1:28 scale – out of production and difficult to find

This Way Up (Czech) multimedia kit in 1:43 scale – out of production and difficult to find.



1:28 scale Nitto Wolf WR5



1:43 scale *This Way Up* Wolf WR5

Third Generation: WR7, WR8 and WR9

Three versions of this car were produced for the 1979 Formula One racing season, but were unreliable and uncompetitive. The cars were driven by 1976 World Champion James Hunt and 1982 future World Champion Keke Rosberg. In 1980, Walter Wolf

retired from Formula One racing and the cars were sold and campaigned by another race team, headed by Emerson Fittipaldi.

Only three small manufacturers produced kits of these vehicles, all in 1:43 scale. *This Way Up* has produced a number of different versions.



1:43 scale *This Way Up* Wolf WR7



1:43 scale JPS Miniatures Wolf Dallara

Can-Am Wolf Dallara WD1 model kits

In addition to the inaugural Formula One season debut in 1977, Walter Wolf sponsored a Can-Am car, the Wolf Dallara WD-1. The Can-Am (Canadian-American Challenge Cup), which ran from 1966 to 1987, with a break from 1975 to 1976, was a race series for closed wheel cars and in the early years did not have overly restrictive rules.

Dallara is an Italian race car manufacturer that supplied the chassis for the WD1. Power was supplied by a Chevrolet engine. The car was driven in a few races by Canadian Gilles Villeneuve in his first season as a professional race car driver, before moving on to Formula One. The car was not very successful and only finished one of the five races it entered. The car was restored in 2016 after crashing at a vintage race event at Mosport (now Canadian Tire Motorsports Park) in 2008, killing the driver, Dino Crescentini.

Three manufactures have produced models of this car, all are out of production and difficult to find:

JPS Miniatures (France) multimedia kit in 1:43 scale, pre-painted in black



1:43 scale Provençe Moulage Wolf Dallara

Provençe Moulage (France) multimedia kit in 1:43 scale

Imai (Japan) plastic kit in unknown scale

One of our club members, Rob Mephram, decided to scale up the 1:43 model to 1:24 scale, and add an engine and suspension. A wooden buck was carved to vacuform the body and this was placed on a scratch-built chassis, interior and suspension. Other model kits supplied the engine and wheels.



1:24 scale scratch-built Wolf Dallara beside 1:43 scale Provence Moulage kit built by another club member,



1:24 scale test body, wooden buck and finished model of Wolf Dallara

Wolf Lamborghini Countach model car kits

As mentioned on the Globe and Mail article, Walter Wolf became involved with the Italian Lamborghini car company in the late 1970's. It resulted in three cars

built to his specifications, including some unique badging. Model kits of the cars were produced by two Japanese companies in 1:24 scale. The Fujimi kits were re-released in 2018.



1:24 scale Fujimi Walter Wolf Lamborghini



1:24 scale Aoshima Wolf Lamborghini



REVIEW

In-box reviews of kits for building Canadian subjects

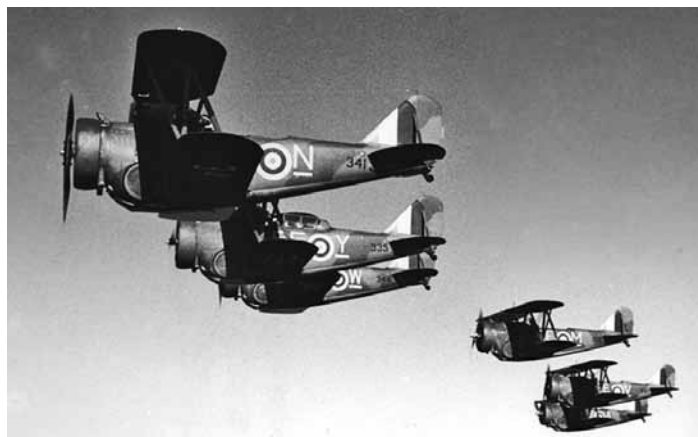
Kim Elliott takes a look at the
Grumman FF-1 / CCF G-23 Goblin
 from MPM & Special Hobby

The Grumman FF-1 biplane two-seat fighter was the first complete airplane design from the Grumman Corporation. The XFF-1 two-seat biplane fighter first flew in 1931 and featured a Wright R-1820E radial



engine and retractable landing gear. Grumman sold 27 FF-1's to the US Navy. Later, a reconnaissance version was developed, the SF-1, of which 33 were built during 1934.

The Canadian Car & Foundry Co acquired a manufacturing licence in 1936 for the type, now called G-23, (an improved FF-1, with a Wright R-1820 F52 Cyclone) of which it completed a total of 52. The C.C.F. G-23 was built in Ft. Williams, Ont., Canada, and when World War II began in 1939, the type was still



being manufactured. The RCAF received 15 of these planes and designated them Goblin Mk. 1. Whilst the Goblin was totally obsolescent as a fighter, and there was no requirement for an attack aircraft, it was decided to use it as a coastal patrol and reconnaissance aircraft. The 15 Gobblins were taken on charge by the RCAF between September 17 and October 25, 1940, the serial numbers 334 to 348 being allocated to the aircraft. In December 1940, "A" Flight of No.118 Squadron was formed on Gobblins at Rockcliffe, this unit subsequently becoming No.118 (Fighter) Squadron and transferring to Dartmouth, Nova Scotia in 1941, its primary task being the patrol of Canada's East Coast. Late in 1941, the Gobblins were supplemented by Kittyhawk fighters, but they were not finally replaced until the spring of 1942, two being struck off charge on March 5, 1942 and the remainder on April 21, 1942. Five of the Gobblins were flown by No.123 (Army Co-operation) Squadron for a brief period.

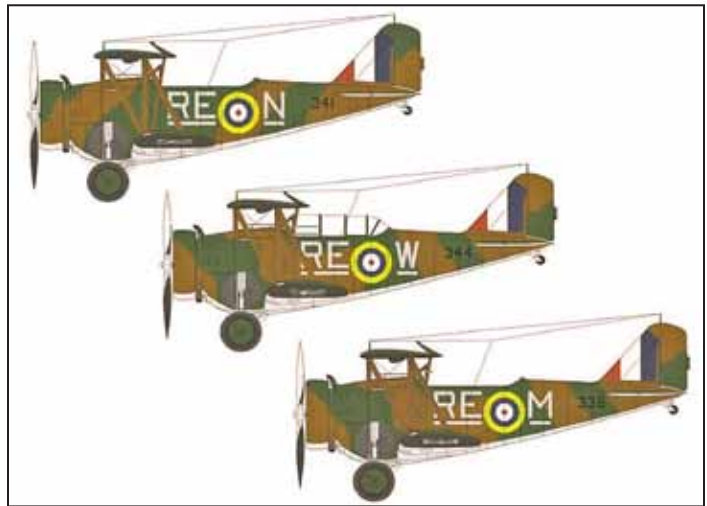
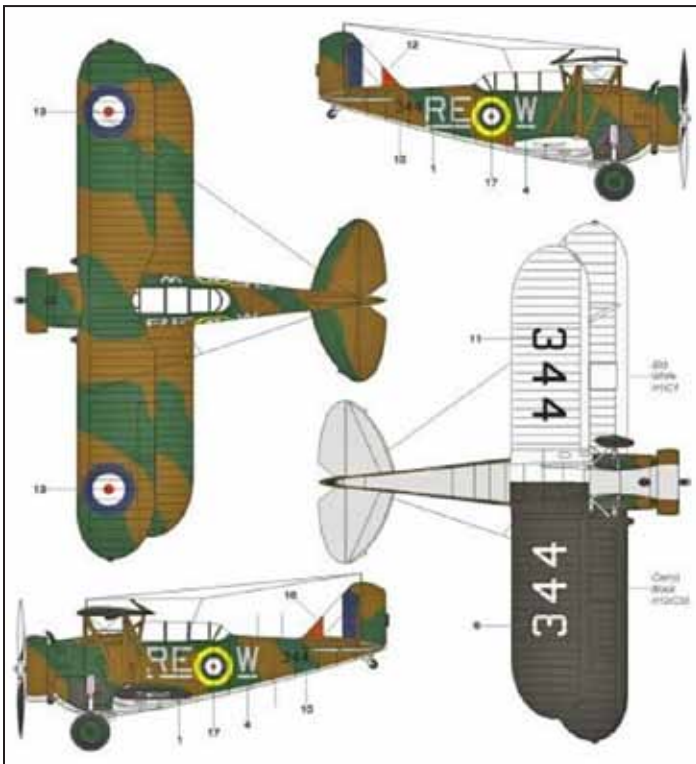
The kit:
Grumman FF-1/G-23 Goblin MPM 72075
Special Hobby CC&F Goblin Mk.I SH72238

The FF-1 has been kitted previously in 1/72 by *Esoteric* and *Meikraft* in injected plastic, *Rare Plane* as a vacuform, and *Czechmaster* in resin. MPM, in 1998, released a short-run injection moulded kit that depicted the G-23 Goblin as well as the FF-1. Using slightly modified moulds, in 2012 Special Hobby released a series of boxings catering to RCAF, Nationalist Spain, and USN service.

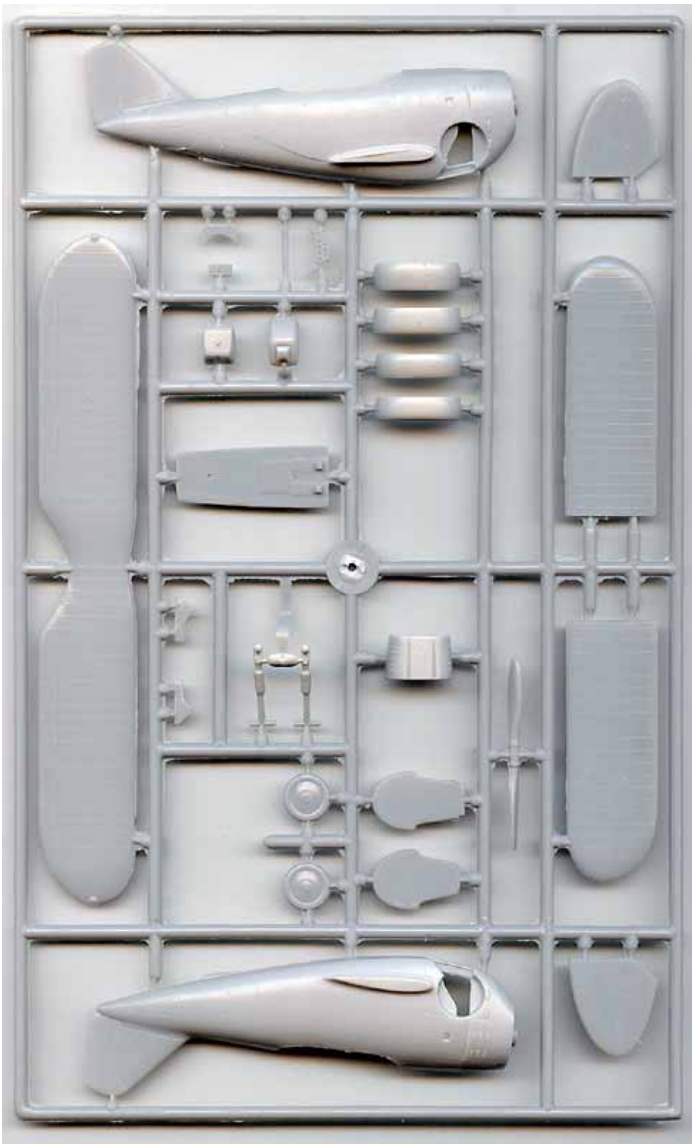
The MPM/Special Hobby kit is molded in light grey styrene and consists of 33 grey parts, a clear one



piece injection-molded plastic canopy, a film instrument panel, a detailed resin engine, and a fret of photo etched metal parts. The moldings are crisp with little flash, recessed panel lines, restrained rib detail, all typical of early Czech short-run kits. There



are a few extra parts, which are used on alternate boxings (for the USN and Spanish Nationalists with separate box art and decal sheets). Alternate engine cowls are provided, as are fuselage inserts to cater to differing louver arrangements. The lower wings and tailplanes are to be butt-jointed to the fuselage, without moulded-on tabs. No location holes are provided for the struts. The sprue attachment gates are thick, requiring careful trimming. Some of the struts have attachment points in the middle of the strut rather than at the end, adding to the required clean-up. Most of the resin parts in the MPM edition are extremely small. The interior is well detailed, the seats all have detailed seat belts, and there is a lot of sidewall detail. One option is to leave the canopy off and just use the windscreen, requiring the rear portion to be separated from the windscreen. The resin engine is very nicely detailed, with part of the exhaust system in cast resin (in the MPM version). The carburetor air intake scoop above the cowling is crude and needs refining or replacing. The photo etch parts include three small radio antenna posts and a set of aileron balances which go on the upper



surfaces of the ailerons. A comprehensive instruction pamphlet includes rigging diagrams and painting guides.

The decal sheet is in register with good colour saturation. It appears to be quite thin, therefore a coat of liquid decal film would be advisable. The MPM kit has markings for three aircraft in Canadian, US and Spanish service. The SH kit (of the Canadian version) features three aircraft of No. 118(F) Squadron, Dartmouth NS, 1941.

This is a multi-media kit for the experienced modeller. Model photographs on the Internet show it to be a good likeness to the original.

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Air Enthusiast #9 Green & Swanborough “A Grumman By Any Other Name”
Random Thoughts vol.25 #4/5 “CCF/Grumman G.23/FF-1 Goblin schemes used incl Cdn.”

Soldier of the Second Canadian Regiment (Congress' Own)

*An easy one for the
figure freaks*

by G. Washington

Ed note” This article is an update of one which originally appeared in **RT** in 1975. Note that the line of Airfix 54mm figures has been discontinued, but they can still be found on, e.g., Ebay.

The 2nd Canadian Regiment, also known as Congress' Own or Hazen's Regiment, was authorized on January 20, 1776, as an Extra Continental regiment and raised in the province of Quebec for service with the Continental Army under the command of Colonel Moses Hazen. All or part of the regiment saw action at Staten Island, Brandywine, Germantown and the Siege of Yorktown. Most of its non-combat time was spent in and around New York City as part of the forces monitoring the British forces occupying that city. The regiment was disbanded on November 15, 1783, at West Point, New York.



The regiment was one of a small number of Continental Army regiments that was the direct responsibility of the Continental Congress (most regiments were funded and supplied by a specific state). Commanded by Colonel (later Brigadier General) Moses Hazen for its entire existence, the regiment was originally made up of volunteers and refugees from Quebec who supported the rebel cause during the failed invasion of Canada. While Hazen and his staff were later authorized by Congress to recruit in other areas to supplement their ranks, most men came from Canada and Pennsylvania.

From 1776 to 1779 the regiment wore brown coats faced and lined with white. After that, the facings were changed to red. Men of the battalion companies wore the usual black cocked hat edged with white braid. The light infantry company, however, wore a distinctive black leather cap with an upright black panel at the front. This bore the cipher COR (for Congress' Own Regiment) and the legend "Pro Arts et Focis" on a banner. These were probably done in silver or white.



Using the Airfix 54mm "American Soldier, 1775" it's a very simple matter to make a member of the Second Canadian Regiment. If you'll settle for one of the regular infantry, the kit's tricorne hat will suffice, and the only modifications necessary are with paint.

Should you want to model the more distinctive light infantry cap, this,

too, is not difficult. I found that the basic round cap shape can be fashioned by cutting the upturned brim from the hat, and building up a bit with putty to give it a proper shape. The front panel can be made from a piece of .005 plastic card.

While on the subject of the Airfix "American Soldier", let me pass along a few general thoughts which I've come up with while working on several of the figures. First, perhaps it's just me, but I find the stance of the stock figure somewhat contrived and artificial. Even moving the legs together a little will provide a more realistic stance. Next, I've had good results modifying the facings and pockets by carving them off and replacing them with .005" sheet plastic items. This takes a bit of trial and error with a French curve till you get the proper shapes. Buttons can be made from very thin slices of the proper diameter plastic rod, and buttonholes can be scribed. It's a tedious process, but does improve the figure considerably. Also, you may want to modify the shoes. Shoes of the period were low affairs, and were not 'handed' (i.e. left and right shoe). Airfix has provided something akin to a contemporary work boot!

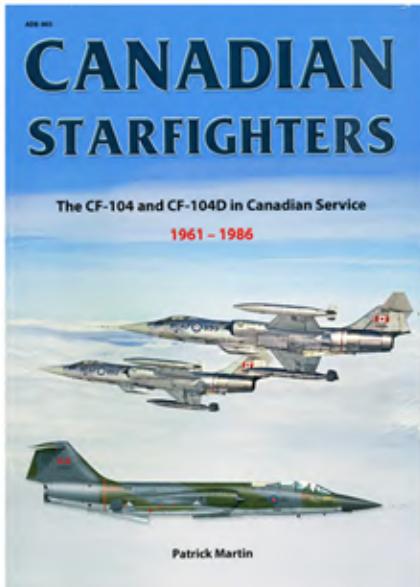


Light infantry cap



Light infantry cap (reproduction)





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