



Some of you may have heard that IPMS Canada has been scanning all of the back issues of **RT**. The purpose is to make digital files to be burned onto CDs for the members at a low cost. Everyone could have access to back issues, including those which have long been unavailable.

Well, we've suffered something of a setback. After scanning about a third of the back issues, a computer disaster caused us to lose all the files! We've decided to see if any of the members would like to help with this project as we start back at square one. If you'd like to volunteer for the Great IPMS Canada Scanning, we've set some protocols.

1. **RTs** are to be scanned at 200 dpi
2. **RTs** with black & white photos (or no photos) should be scanned in *greyscale* mode (disregard any red designs on the cover). **RTs** with one or more colour photos should be scanned in RGB colour mode.
3. We recommend that you scan without using "de-screening". It will improve photos only marginally, and takes considerably longer. Run some tests... try samples with and without "de-screening", if you like the result better, and don't mind spending the extra time, go ahead.
4. Scan one page at a time; do not scan two-page spreads. There will be no need to cut your **RTs** apart. All our tests were done by just folding the pages over carefully.
5. Insure that pages are straight and centred when scanning. Note that some old **RTs** are A4 metric size.
6. As there are many combinations of scanner hardware and software, we suggest that you scan a test page several times to determine the best settings for your particular system and equipment.
7. Different software will allow you to scan into different formats. The ultimate product will be one PDF file per issue. Some software can scan and automatically combine separate pages into one PDF file for the issue. However, we are also happy to receive folders for

an issue of **RT** with each page as a separate PDF file. We are also happy to receive a folder of JPG files if that's how your system wants to work. We can easily 'build' the PDF issue with the software we have.

8. We would like volunteers to commit to scanning a minimum of one complete year of **RT**. We estimate that it should take approx 2-3 hours to do a complete year (somewhat longer if you "de-screen"). You needn't do it all in one sitting; proceed at your own pace – maybe an issue per day, or something like that. If you have complete years of the older (pre Vol. 30) **RTs**, let us know which you would like to scan before proceeding so that we can keep this organized and prevent duplication – someone may already have started doing that particular volume.
9. Before we give you the 'go-ahead', please scan one issue and send us the file so that we can check it out. This is no reflection on your abilities. Some scanning hardware and software is more capable than others, and we just want to ensure the best possible end result. Some equipment may just not be up to it.
10. If you have any questions, please email us and we'll answer as best we can.





As you read this we are getting ready to send out your IPMS Canada 50th Anniversary decal sheet with the next **RT**. (Yes, the **RT** schedule

has been tweaked a bit so as to better correspond to the actual calendar year. I suppose this means that we'll have to reschedule *beave**RT**ales* as well.) So... how would you like to receive free (small) decal sheets in **RT** on a regular basis... maybe twice a year? The anniversary sheet has proven a popular idea, so why not continue the concept – on a smaller, more affordable scale, of course.

This means you could finally get some decals for that RCAF V-1 or RCMP Volkswagen Beetle you want to build! The only hitch is that whatever the decals are, there must be an accompanying article in **RT** to serve as the instruction sheet. So... if you have some specific subjects in mind, let us know... as long as you can supply some reference material and/or modelling info as well.

*And no, we're not kidding! Here they are...*



*Is your chapter having a contest or other event? Let us know so we can help you publicize it and make it an even bigger success.*

**Sunday, March 22, 2015**

HeritageCon 9  
Canadian Warplane Heritage Museum  
Hamilton, ON  
Info: [ipmshamilton.ca](http://ipmshamilton.ca)



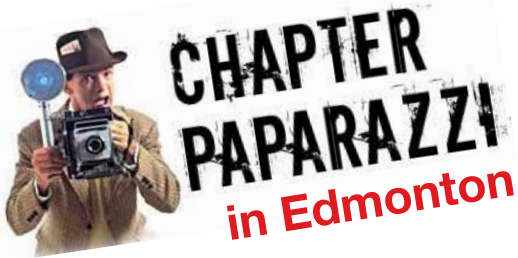
We would like to welcome the Halifax Military Modellers Group (H.M.M.G.) as IPMS Canada's newest chapter. We are most pleased to have H.M.M.G. join our ranks!

The Chapter meets every third Wednesday of the month at 7:00pm at the Meeting Room Lower Deck, Warrior Block – CFB Shearwater, Nova Scotia. For more information on the chapter, or you wish to attend their monthly meetings, please contact Blair Quinn at: [blair@eastlink.ca](mailto:blair@eastlink.ca).



## IPMS Ottawa Chapter loses meeting place!

For years the Ottawa Chapter has been holding its meetings at the Canadian Museum of Science & Technology. Recent testing, however, indicated that the building was contaminated with mould. So... until further notice their regular monthly club meetings will be held the first Wednesday of each month at the Canada Aviation and Space Museum (CASM) on the Airport Parkway in Ottawa. The club meetings begin at 7:30PM.



# CHAPTER PAPARAZZI in Edmonton

The Edmonton Chapter had a table at the local *AMPS* contest, and brought along their IPMS Canada/IPMS Edmonton banner. **Chris Aleong** sends a photo of Chapter president, **Fred Bramhoff** at their table.

Does your chapter have a pull-up banner like this? If not, have your chapter executive contact IPMS Canada to find out how to get one.



...and **Matt Dorozio** sends some pics of last summer's *Western Canadian Regional Model Contest*, which was held at the Alberta Aviation Museum. Unfortunately we don't have any info on who built the models, though we assume the museum did the B-25!



# Canadian Comets

With the arrival of two de Havilland Comet 1As in the spring of 1953, the RCAF became the first air force in the world to operate jet transports and the first jet operator to make scheduled trans-Atlantic crossings. In the late 1940s and early 1950s, the RCAF was looking for a modern aircraft to augment Air Transport Command's capabilities. A high speed high alti-



tude aircraft was also required to help test and train Canada's radar units and fighter intercept capabilities. There were no large aircraft in RCAF service that could fly at an altitude of 40,000 feet at 450 mph.

*Above & right: The Comet in its first colour scheme. It seems that they couldn't make up their minds how to finish this first big jet, as it underwent a series of design variations, though always retaining the white over natural metal scheme.*



In early 1951, it was decided that the Comets could fulfill both these roles, and an order was placed with de Havilland that November.

In October 1952, more than 60 air and ground crew from 412 Squadron were sent to England to receive familiarization training on the Comet. On 14 March 1953, the RCAF received its first Comet. The two RCAF crews subsequently flew over 100 training hours, including flights to Johannesburg and Singapore. By Friday, 29 May 1953, the first aircraft and crew were ready to return to Canada. A large crowd turned out at RCAF Station Uplands for the arrival of Comet 5301, which had made the trans-Atlantic crossing in 10 hours 20 minutes, stopping in Keflavik, Iceland, and Goose Bay. The Comet then was taken on a cross-Canada tour.

The Comets were soon put to work on VIP flights. On short flights, they cut the normal air travel time by one third. On longer flights, travel time was reduced by over 50 percent. Although classified at the time it is now known that the RCAF were not using their Comets primarily as jet transports, but in the unarmed bombing role, simulating high speed high altitude penetration of North American airspace, with RCAF jet fighters mounting practice

interceptions. They were well suited for both roles, with a maximum altitude of 40,000 feet and cruising



*The second Comet 1A scheme variation, with the fuselage flash through the windows.*

speed of 455 mph. The Comet had a range of about 2500 miles with a full capacity payload. A crew of seven included the pilot, co-pilot, navigator, flight engineer and radio officer and two cabin crew.

Unfortunately, a series of disastrous crashes grounded the Comet – except for the RCAF aircraft which continued to fly. When the UK investigators finally determined what the problem was (design flaws including dangerous stresses at the corners of the square windows, and metal fatigue), the Comets were ferried to de Havilland, England, for structural modifications in August 1956.

*This photo of the Comet in its original scheme shows the square windows and Ghost engine exhausts to good advantage.*



They resumed service in the roles for which they had been intended, on 1 November 1957 as Mark IXBs.

### **Comet 1**

The square-windowed Comet 1 was the first model produced, with a total of 12 aircraft. Four Ghost 50 Mk 1 engines were fitted (later replaced by more powerful Ghost DGT3 series). The span was 115 ft (35.05 m), and overall

length 93 ft (28.35 m); the maximum takeoff weight was over 105,000 lb (47.628 kg) and over 40 passengers could be carried.

### **Comet 1A**

An updated Comet 1A was offered with higher allowed weight, greater fuel capacity, and water-meth-



*The third iteration of RCAF Comet Mk. 1A scheme, and the last before the aircraft were returned to the UK for rebuilding.*

but not moulded onto the fuselage, so if you wanted to produce a later Comet Mk. 1XB version it would be relatively simple – just use round window decals!

In 1/72 scale there seems to be two choices. **Fliegerhorst** (I know... I hadn't heard of them either) produced a Comet 1 resin kit some years ago, and you may be able to find one if you search.

Fortunately, **Welsh Models** in the UK ([www.welshmodels.co.uk](http://www.welshmodels.co.uk)) produce a mixed media Comet 1A which is available in RCAF markings.

anol injection. 10 were produced, including two for the RCAF.

### Comet 1XB

Four Comet 1As (including the RCAF's two) were upgraded to the 1XB variant. The Mk 1XB had a reinforced structure, heavier wing skinning, and oval windows. The engines were upgraded to Ghost 50-Mk4 and max take-off weight was increased to 117,000 lb. (53,070 kg).

### Building a Comet

Yes, it is possible to add an RCAF Comet to your model collection.

In fact there are several approaches. In 1/144 there is a kit by **F-RSIN**,

([www.f-rsin.com](http://www.f-rsin.com)) which even provides both RCAF and Canadian Pacific decals. Note that while Canadian Pacific had the aircraft on order it never took delivery. Packaged as "Comet 1 – Canadian", the RCAF machine would actually be a Mk 1A. The original square windows are included on a decal sheet



*Minister of something-or-other arriving on a Comet. This is the rebuilt Mk. 1XB version, as evidenced by the now oval windows*

It's generally acknowledged to be a very nice kit, though it will take some building skills.

Your markings problems are solved by CanMilAir ([www.canmilair.com](http://www.canmilair.com)), who provide a series of ALPS-printed RCAF Comet schemes in different scales.

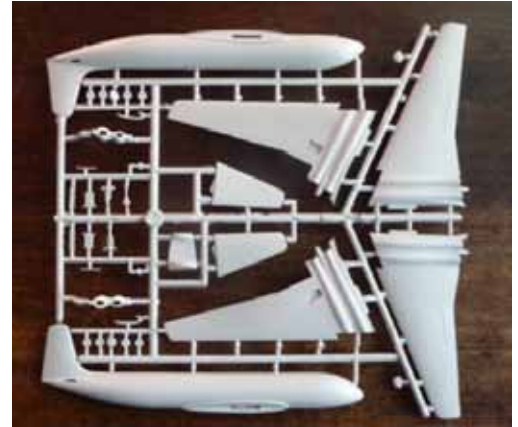


Nice colour shots of a Comet 1XB in flight. Sharp-eyed readers will notice that in the bottom photo the spoilers are popped. In this new scheme the aircraft now wears the red ensign in lieu of the earlier RAF-style fin flash.

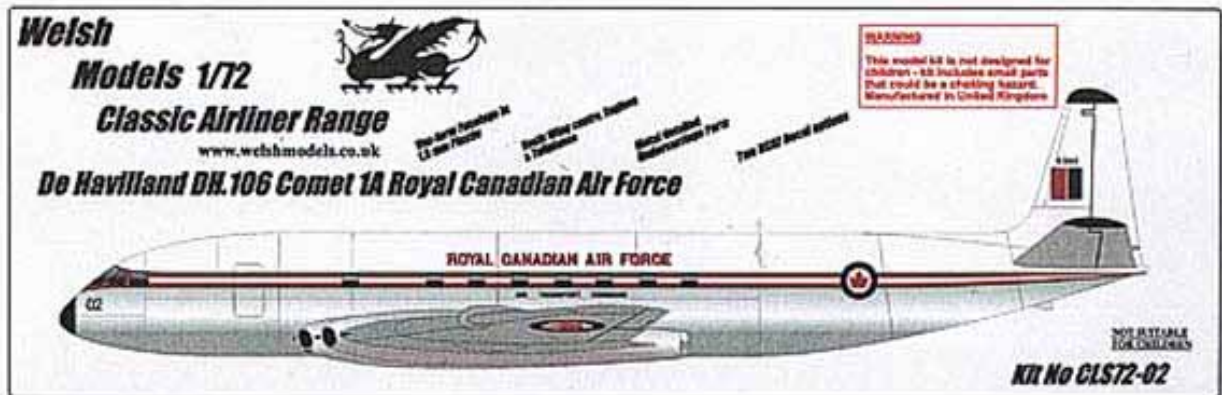
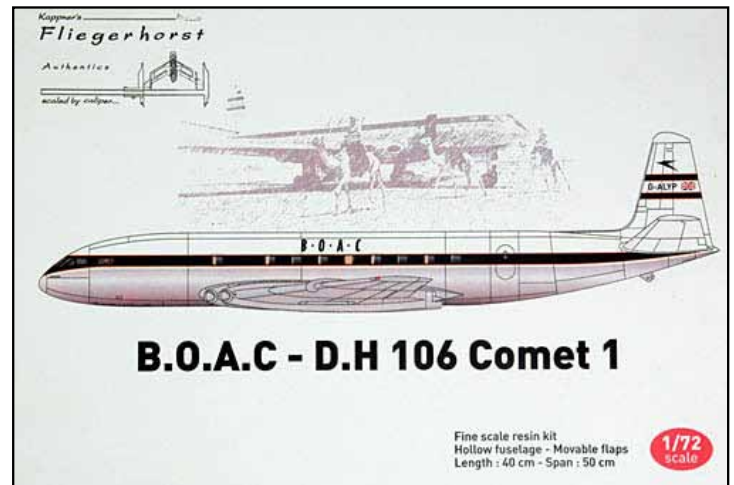




Left & below: The F-RSIN 1/144 Comet 1 kit. This fairly basic injection-moulded kit is still in production.



The 1/72 scale Fliegerhorst Comet 1. If you want a 1/72 version and you prefer resin, you'll have to hunt for one, as it is no longer being produced.



Above: Readily available, and by all accounts quite nice, the Welsh Models Comet 1A – with RCAF markings, no less!

Right: Though not finished as an RCAF aircraft, this shows a completed Welsh Models Comet 1







## 1/700 scale Riich Models Russian "Borei" Class SSBN

By David M. Knights (C6091)  
Louisville, KY

Before the breakup of the Soviet Union, its Navy had one of the most powerful submarine fleets in the world. Soviet nuclear-powered ballistic missile submarines (SSBN) regularly patrolled off the coasts of Canada and the United States, ready to unleash nuclear strikes with submarine launched ballistic missiles. With the collapse of the Soviet Union, the Soviet military war machine collapsed as well. Its submarines were recalled to port and many of them were scrapped. Construction of new subs ground to a near halt.

With the rise of Vladimir Putin, Russia sought to reassert itself a player on the world stage. As part of these efforts, Russian subs, including SSBNs, have again put to sea, and now patrol off the east and west coasts of the U.S. and Canada; albeit in smaller numbers than before. Additionally, the Russians are once again designing and building new submarines.



*Above and right – two views of the completed model.*

The first new class of SSBN to emerge from Russian shipyards in the post-Soviet era is the Project 955 "Borei" (North Wind) class SSBN. The design of this ship began in 1996, with the first of the class, the K-535 Yuriy Dolgorukiy, commissioned in January of 2013. The second boat in the class, the K-550 Aleksandr Nevskiy was commissioned in December 2013. An upgraded version, Project 955A Borei II, is planned.

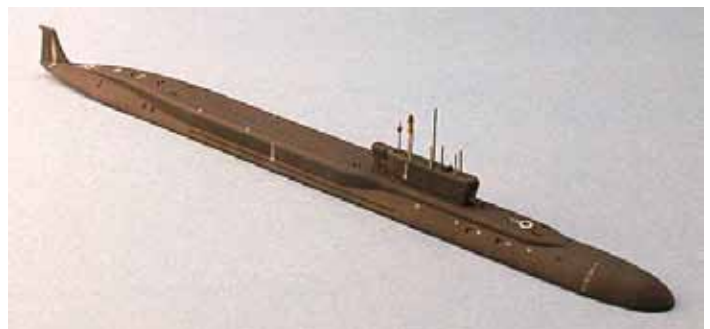
Riich models is a relatively new company out of the People's Republic of China. I only became aware of the company when I encountered this kit at the 2012 IPMS/USA Nationals in Orlando, Florida. At present, they have a small catalogue of kits, mostly 1/700 submarines and surface vessels, and 1/35 armour and figure sets. Kit manufacturers seem to pop up in China with increasing regularity these days. Many of them seem to borrow moulds from other model companies or engage in pantographing other company's kits. Riich's kit catalogue seems pretty unique and the company is releasing new kits at a steady pace. I am always happy to welcome a new kit manufacturer as it provides the possibility that the kit of the Fairey Fruitbat may finally see the light of day.

The "Borei" Class kit was released in 2011 and is up to the latest moulding technologies. Each box actually contains two complete kits. These are waterline models and each sub is made up of about 20 parts. The main parts consist of the body of the sub, the sail, and the various periscopes and antennae.

Assembly is straightforward and easy. Clean up of parts is simple, though the mould seams on the small cylindrical parts (periscopes and antennae) can be challenging due to their size. If I were to build the kit again, I would replace at least some of the periscopes and antennae with brass or aluminum tube.

While the kit itself is very good and builds into a nice representation of the original, it is let down by its decals. Decals from kits manufactured in Japan and China tend to be thicker than those in kits from the U.S, Canada, and Europe. It is certainly true in this case and given the small scale of the kit, the overly thick decals stand out more than they might on a larger model. There are no aftermarket decals for this kit, though some of the markings might be cobbled together with decals from other sub kits.

If you have an interest in 1/700 Soviet/Russian submarines, then this kit is an important must-have as it represents the cutting edge of Russian sub technology. At \$11 for a box containing two sub kits, it is a good value as well.





*B-17 44-83624 being taken across the Mad River Bridge to the USAF Museum at Wright-Patterson AFB.*



*This C-130 Hercules caught a ride through the streets of San Antonio, Texas, from Joint Base San Antonio-Lackland to JBSA Camp Bullis, where it was re-configured into a state-of-the-art aero-medical evacuation trainer.*



*The Swiss Air Force training on public highways.*



*The Swedish Air Force has used the concept of 'dispersed basing' since the 1930's. "We like it, in part, because if you do have the space to spread out, dispersal and mobility is a more cost effective solution for protecting your aircraft and their ability to fly missions, than hardened shelters."*



**Al Magnus (C4579) reports on the Regina Chapter's recent Expo 2014**

The **Regina Scale Modellers** hosted their Expo over the weekend of October 4-5, 2014. This was our 20th annual show. Up to 2006 the Expo was an annual contest. Since then, the format has changed, with the Expo remaining as a contest on even-numbered years, and reverting to a non-contest club display for the odd-numbered years. As expected the venue has changed over time, with our current location for the last few years being the foyer of the Saskatchewan Science Centre. This venue has proven to be excellent; there's no rental charge, we have plenty of windows around the foyer to let in natural light, and the Science Centre sees a lot of traffic, so we get our fair share of visitors as a by-product.

Funds generated by the contest years help keep the club solvent. Sponsorships tend to be local, featuring a smattering of business and club members, along with the occasional friend of the club helping as well. This year **IPMS Canada** sponsored one of our crystal awards (left), **Best Canadian Aircraft**, which is dedicated to the late RSM member, Brian Findlay.



Saturday is the actual contest day, with registration commencing at 9am through noon,

judging follows at approximately 1pm, and awards are handed out near 4pm. For the most part contestants are club members, or Regina area locals (who we've tried to convince to join the club), though we sometimes snag a few out-of-towners. This year we had 21 contestants bringing 139 entries. Entrants from abroad came from Calgary and Yellowstone AB, and from Saskatoon and Ft. Qu'Appelle, SK.



The big winner this year was **Randy Lukian** from Yellowstone AB. He walked away with both the People's Choice and Modellers' Choice crystals for his absolutely insane messy garage diorama titled, "Are You Kidding Me?". As a compulsive type person I was both appalled, and at the same time amazed, with the amount of detail Randy crammed into his messy garage.

Winner of the **Best Canadian Aircraft** award was **Colin Kunkel** of Saskatoon, for his 1/32 scale CF-5A (above), using the Hasegawa F-5E kit as the base along with a Belcher Bits CF-5A conversion set.

The best part of the show came after we shut down for the day, when a large contingent of contestants congregated at a local sports bar for some refreshments. For me, hobnobbing after a hectic day of organizing and judging is best part of the contest. A few hours shooting the breeze is one of the best relaxants known (even after we discovered that some



Hell's Angels were also in attendance just a few booths away!), and spending time chewing the fat with fellow modellers is always inspiring.

Sunday is the day to relax. Those that do not leave early for home keep their entries on the tables for display. Many of the club members bring along extras from their collections to fill the empty spots on the tables. Full tables give the public more to view and just plain looks nicer. Closing time for the Science Centre brings the contest weekend to a close, and another successful Expo went into the books.

If anyone wishes to see more Expo results, the winners can be found at the RSM website at <http://www.reginascalemodellers.org/expo2014.html>.

*Above: Randy Lukian's People's Choice and Modellers' Choice winner, his messy garage diorama titled, "Are You Kidding Me?"*

*Below: Randy Lukian (right) receiving awards from RSM Prez Gene Stacyszyn.*



# Pics from the past

## RCAF snowmobile

9 March 1943. Cpl J.A.E. Forget, of Montreal, Que. tries out a snowmobile at #2 S.F.T.S., Uplands, Ont. Does anyone know whether this machine was a piece of operational equipment, or was it something built as an experiment... and to what end?





# REVEALED!

## Airfix uses alien technology to shrink aircraft

OK... now that we have your attention, here's a real news item which has the potential to revolutionize the model kit industry:

**Date: 08/11/2014**

On Saturday 8th November 2014 the Airfix Development Team gave their annual presentation to a packed lecture theatre at *IPMS Scale ModelWorld 2014*, announcing some new products from the forthcoming Airfix 2015 range; plus unveiling some new, cutting-edge technology that has been used in the creation of these models for next year. Below are the key points from Airfix's announcement.

### LIDAR scanning

We're excited to announce that we have used LIDAR (Light Radar) scanning for the first time for the development of key models in the 2015 range.

In essence, LIDAR scanning uses a laser to accurately map the surface of an object in three dimen-

sions, resulting in a high-definition 3D computer image of the object. This image can then be fed into the Airfix CAD system, enabling us to produce incredibly detailed models directly mapped from a plane or vehicle, rather than recreating the shape from other sources such as blueprints or photos.

The laser scanner is placed around the asset in as many as 40 -50 positions, on both the ground and a raised platform such as a scissor lift, in order to get the best coverage. The scanner rotates, sweeping the area with a laser, which is constantly taking measurements. As many as 5 million points are mapped in each sweep, producing a 3D image with detail as small as a fraction of a millimetre.

The next step is to align all of the separate scans, then clean out all unwanted material, such as the surrounding area, people and any errors caused by reflective and refractive surfaces such as glass and mirrors. Finally, this point cloud is then converted into a solid polygonal mesh object, ready for us to use as a template for the Airfix CAD system.

### Airfix 2015 Highlights

The new Airfix 2015 range will be fully unveiled at the end of this December, but here are some key highlights to whet your appetite.

#### 1/72 Heinkel He 111-P2 – due Q3 2015

The Heinkel HE111-P2 was the primary Luftwaffe

bomber during the early stages of World War II. Initial research by the Airfix Development Team revealed existing drawings to be quite poor, so the team travelled to Norway in January 2014 in order to LIDAR scan a restored He 111. The plane originally crash-landed on a snow-covered hillside in 1940, where it remained until its discovery by a teenage boy in 1943. It was eventually recovered from the hillside between 1973-76, and its restoration continues today as more parts are recovered from the site.



*The Airfix LIDAE crew setting up the scanners around the Sea King.*



**1/72 Boulton Paul Defiant Mk.1 – due Jan. 2015**

The Defiant was designed as a “turret fighter” without any forward-firing guns. Following initial vulnerability to the Luftwaffe’s Bf 109, the Defiant came into its own as a night fighter.

The Airfix team took the opportunity of carrying out their research, examining the plane and original drawings, while the only surviving Defiant was under restoration at the Medway Aircraft Preservation Society, producing this brand new tooling of this very popular aircraft.

*The scan data assembled into a 3D image.*

**1/72 Westland Sea King HC4 – due Q4 2015**

The Sea King has always been a popular part of the Airfix range, however the existing model and tooling was beginning to age.

As the team wanted to get the complex shape of the Sea King 100% correct, they travelled to HMS Sultan in Gosport to LIDAR scan a Westland Sea King HC4.

Here are two videos which will provide a better understanding of just how all this works: [http://www.youtube.com/watch?v=\\_NxCfYkPYBI](http://www.youtube.com/watch?v=_NxCfYkPYBI) and <http://www.youtube.com/watch?v=...>



*The finished model.*

**If you’ve ever wanted a big  
Caribou...**

**OzMods** has just completed a very short production run of its 1/48 Caribou. They will be sold on a “first come, first served” basis until all are sold.

Price is Aus\$185 (about Cdn\$ 174) plus insured/registered post: Within Australia Aus\$27.50; To the USA and Canada Aus\$55; To Europe and the UK Aus\$68 (Yikes!... maybe they have cheaper options.)

If you require any other info, please email OzMods as soon as possible. <http://www.ozmods-kits.com>, email - [ozmods@bigpond.net.au](mailto:ozmods@bigpond.net.au)

You’ll find a good review of this multi-media kit here: [http://www.internetmodeler.com/2001/october/aviation/oz\\_c-7\\_caribou.htm](http://www.internetmodeler.com/2001/october/aviation/oz_c-7_caribou.htm)

*She may now be gone ... but not forgotten!*

OzMods has produced a special commemorative production run of its 1/48 Caribou to celebrate the retirement of the Caribou from the RAAF. Featured are decals for the five aircraft that carried the RAAF's "farewell to the Caribou" 44 years on the warbirds, as well as decals for Air America, Air Cargo America, and the US Air Force.

When originally released, this kit set new standards as one of the most comprehensive "multi-media" aircraft construction kits ever produced. The kit features a highly detailed cockpit and flight deck, wheel wells, plus detail parts for flap hinge covers, etc. There are 18 major vacform components (by Falcon of New Zealand), 93 superb injected resin and 16 metal parts, and now with the detail options mentioned above.

Also included are complete assembly guides and instructions, photo references, general information, paint and decal schemes, and three-view drawings.

**This is a very limited production run of this kit. Order NOW!**  
Purchase with any credit card or PayPal.

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# HERITAGECON

Sunday, March 22nd, 2015  
9:00 am - 4:00 pm

Canadian Warplane Heritage Museum  
Hamilton, Ontario

[www.ipmshamilton.ca](http://www.ipmshamilton.ca)

Thank you for helping us support the Canadian Warplane Heritage Museum





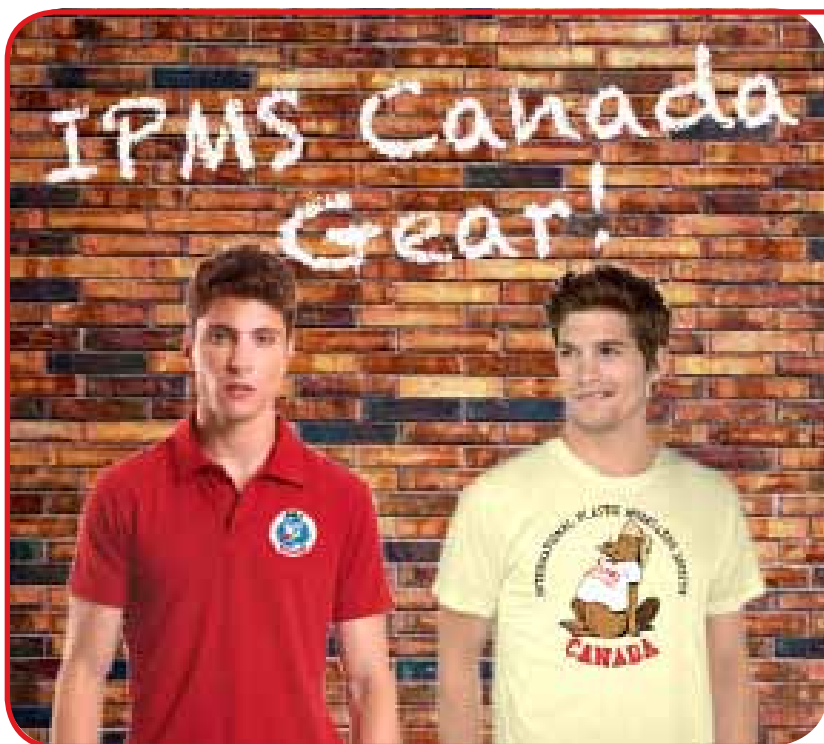
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## Friends of IPMS Canada

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)

# Friends of IPMS Canada

These 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. Let's support organizations that support IPMS Canada.



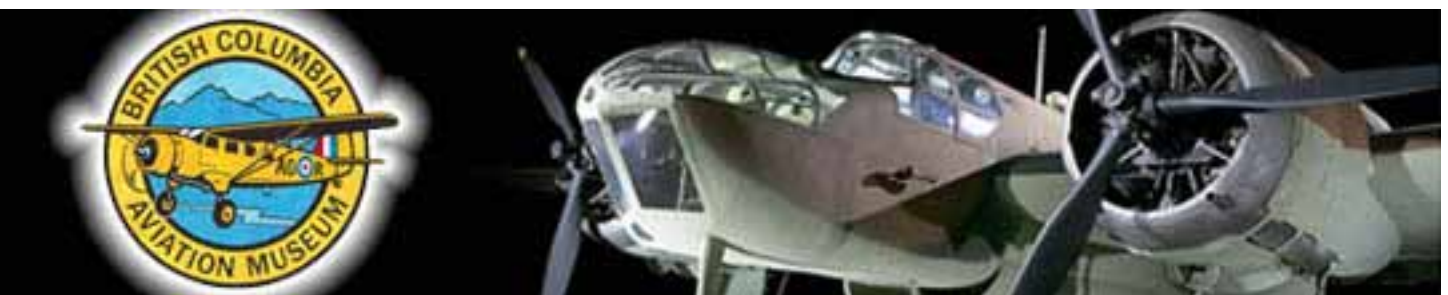
The Greenwood Military Aviation Museum, CFB Greenwood, NS – [www.gmam.ca](http://www.gmam.ca)



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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