



Oh... we're also exploring the idea of providing our Irregulars with an amazing token of appreciation (OK, it's a T-shirt, but one that money can't buy). So, urchins, contact us at box626@ipmscanada.com if you would like to get involved or have any other ideas on how this might work. The *Beaver Street Irregulars* recruiting office is now open.

Credit where it's due... this idea, along with its name, was the brainchild of our **RT** editor, Steve Sauv . For months the IPMS Canada National Executive has had a number of projects that they would like to develop, but all exec members are too busy with their own portfolios to take on the various enterprises. So... why not a group of "Beaver Street Irregulars"?

Those of you familiar with the Sherlock Holmes stories may remember the *Baker Street Irregulars*, a group of street urchins who assist Holmes from time to time. They could move un-noticed along the back streets of London... following a suspicious character, keeping eyes on a particular pub, etc. In similar fashion our *Beaver Street Irregulars* would, from time to time, be tasked with various projects. Nothing so exciting as following Professor Moriarty, I'm afraid, but nevertheless tasks which will help IPMS Canada and its members, and at the same time hopefully be fun and interesting.

Here are some possible examples: We've been wanting to build a database of Canadian hobby shops, online retailers, and producers of modelling goods in Canada. IPMS USA has created a listing for US-based vendors, and we think it would be good to have something similar for Canada. We'd also like someone to come forth and ramrod the long-suffering **RT** back issue scanning project. Maybe you can think of some projects we haven't even imagined. Anyway... you get the idea.

Let's see if we have any dedicated volunteers who would like to be a *Beaver Street Irregular*.



While the world slept, the IPMS Canada website has been undergoing a complete redesign... and we mean **COMPLETE!** It's grand opening coincides with this issue of *beaveRTales*. Have a look for yourself. Just go to www.ipmscanada.com. Explore and play and then let us know what you think about it. Are there features you especially like or maybe don't like? Is there anything that you would like to see added. Here's your chance to chime in. After all... it is *your* website.



Looks like the latest decal sheet is a hit!



“Just got Volume 40 Winter 2018 **RT** just great content and wow what a decal sheet! Suggestion for another decal sheet... what about Canadian army/navy helicopters? This edition is going to make good Christmas reading once again many thanks and a Merry Christmas”



Peter
United Kingdom

“Latest **RT** received yesterday. Super! Decal sheet is great--articles good as always. A few new subjects to build. I think the smaller Mobile Command and Sherman decals could be used on 1/72 kits--they're small enough to use on 1/72nd models.

“Anyhow--stay warm. It's 55 degrees F here in Colorado Springs--no snow, not many clouds, white Christmas not a possibility. So it's really nice!”

Happy Holidays--

Bob Shoop #C5495

“Just a few comments on the editorials in the latest **RT**: I have no issues with the way IPMS Canada is currently governed. Non-elected leadership has worked with few issues for a long



time and I see no need to change it unless the need to do so actually arises.

“I like the current policy of occasional decal sheets included in the magazine, especially with the useful articles on the original subjects as seen in the current **RT** 40/4.

“If you are looking for suggestions for possible additional products, I have the original *Canadian Colours Guide*, and would welcome an updated version, perhaps with suggested matches/mixes in the more popular paint lines.”

Jim Coles #C1513



(Note: the following has been edited for length)

“I read your column in issue 4 of **RT** and your request for opinions on your questions and suggestions. Obviously the cost of these special extras is always a matter of concern and so the issuing of resin conversion parts involves a cost for production and shipping to the members. So my thoughts are:

“Decals are fine and can include foreign subjects that other IPMS branches have not covered. The current and past issue of *Canadian Aviator* had an article of the Y2K Spitfire restoration project that took approx. 14 to 18 years. A decal sheet of those markings would be a welcomed item for modelers of the Spitfire. Also, the Canadian Warplane Heritage is currently painting a DC-3 to commemorate the 75th anniversary of D-DAY. These decals may be quite popular.

“All decals should have a limit run that is issued to Canadian members firstly and then the rest to be sold to other IPMS branches or hobby stores. This may mean an advert in USA/UK journals. Decals of modern airliner colours would be useful because most airliners changed their markings. (eg. a lot of airlines now have belly markings for plane watchers) I hope that these ideas are useful.”



Mike Sisko #2975

“First, kudos on your last 2 decal sheets! Great subjects and genuinely inspiring (a Jimmy Cagney Norseman is just irresistible as a companion to his Yale). What could you do next? Some suggestions are: continue with really different decals (how about a Sabre 5 with the new flag and the centennial symbol or a TCA DC 3 scheme or different types such as the Albatross or H 21 in Canadian service) and/or resin



Continued

parts for uniquely Canadian versions of common aircraft such as Sabre sugar scoops, early CF 18 munitions (Rockeyes, CRV pods), CF 104 Vinten pod, Maritime Reconnaissance Lancaster modifications etc. Just some quick suggestions. Keep up the good work!”

Ken Woodruff #C5601



“In regards to continuing the decal sheets, YES PLEASE!! The last one was awesome. You guys hit a home run! I just purchased the T-34A model a month ago and I was trying to figure out how I was going to decal bash this with my spare decal sheets. Problem solved!! The Dakota scheme is on my list now as is the Sherman and best of all, you did all the research. A lot of work was put into these decal sheets and it’s greatly appreciated. Some ideas for future decals would be the CAF emblem for the doors on the M37 and M43 vehicles now that Roden has released these models. (still patiently waiting for a Ferret and M-135 truck, sigh!), C1 Leopard, RCN Banshee 1/72, Gun shield art for Cdn Flower Class Corvettes (1/350 and 1/144), some decent decals for the Otter, L-19, and Tutor in 1/72. Also, I have heard of this holy grail called the Canadian colour chip book at the model shows but have never seen it and believe me, I’ve looked hard for one at the shows over the years. This would be a great project and I’m fairly certain that it could be sold to IPMS and non IPMS members.....

“I’m a basement modeller and when I got out more to the model shows and started picking up past issues of **RT**, I realized what I was missing from not being a member. Cheers.”

Doug Lyle #3467



“I have greatly appreciated the decal sheets included in the issues of **RT**, I’d like to say that one in every issue would be great, even if we had to pay a couple of bucks more per issue as long as they are aircraft related LOL LOL. I realise there is a lot of work involved but I am sure its appreciated. Has anyone thought of a small section on a sheet to produce post war RCAF unit/sqn emblems

to be used on other aircraft? Also is there provision for buying/selling stuff in **RT/beaverRTales**? I have at the moment all 3 volumes of Ken Marrick’s books on Luftwaffe colours, Can Gov standard paint colours in a binder, FS595 paint chips in a binder, IPMS colour chips in a binder. Also some issues of **RT** going back to the 60s. I am planning to attend Heritagecon and can bring them there to save shipping costs, otherwise all things are shipping extra. Tks”

Bob Keegan C@528

(Ed Note: Sure, members can put wanted or disposal ads in beaverRTales... in fact, you just did! Anyone interested can contact Bob at rbk.rcaf@gmail.com

Associate Membership

In the last issue we proposed and explained a new level of IPMS Canada membership – Associate Membership. It is designed especially for non-members who might want to dip their toe in the water before fully joining, and for potential overseas members for whom the cost of regular membership is prohibitive.



For dues of \$20 per year – regardless of where they are located – they will receive, via email, four issues of **beaverRTales**. They will also receive a membership card with which they might gain entry to events or contests which require an IPMS National membership. They will be able to avail themselves of the discounts which some vendors/suppliers provide to IPMS Canada members. They will be able to purchase IPMS Canada merchandise that’s available only to members. And they will also be able to purchase IPMS Canada special items (like our decals) that are provided free to “Regular” members. “Associate” members will **NOT** receive **RT**.

It has now been decided that we will initiate this, and see what kind of reception it has. If no one seems interested we may discontinue it, but we think it will be received reasonably well.



CHAPTER PAPARAZZI

Ottawa Chapter at Vintage Wings of Canada

On January 19, 2019, members of IPMS Canada's Ottawa Chapter organized a half-day modelling seminar at the *Vintage Wings of Canada* hangar. Three modellers from the local led the discussion on the hangar floor, with the vintage warbirds as the backdrop. Twenty participants attended and brought with them a model kit(s), works in progress. Participants included people new to the hobby, as well as old-

er modellers who were interested in improving their skills. The group learned about the basics of assembling, painting and decaling plastic models. The presenters brought along completed models as well as their own works in progress to demonstrate how simple techniques can produce a realistic model.

In the afternoon session, participants were invited to work on their models. The IPMS members circulated amongst the tables and offered hands-on tips to improve their modelling skills.

Thanks to Wayne Giles, Benoit Bonnier, and Terry Jones for their help in organizing this event. A shout out to *Vintage Wings of Canada* for offering the use of their facility as a venue, a truly unique experience for the participants.



At the beginning of January Canada Post once again raised postage rates across the board. It now costs 17¢ more to send an issue of **RT** within Canada; 30¢ more for mailing to the US; and 60¢ more to send it internationally. This is an average increase of 5.9%. However,



after discussing the situation we have decided to not pass this on to the members in the form of increased dues. So rejoice... IPMS Canada will absorb this increase and your membership dues will remain unchanged!



Planked Decks

by Bill Merklein

NOTE: The following article originally appeared in the July 1971 RT. It was written in reference to the big Revell model of the USS Constitution, but if you ignore the references specific to that kit, the techniques are easily transferable to any sailing ship kit. In fact, if there is any positive feedback, we may reprint an RT article from 1975 which dealt with building the Revell Thermopylae kit as used while it was under Canadian registry. Also, please make allowance for the low quality of the illustrations... we have tried to improve them as best we could, but remember they are from an old RT, and the image quality wasn't that great even in the original.

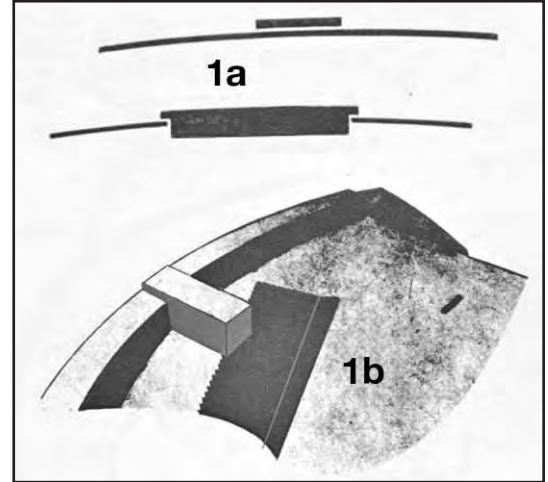
The romance and adventure of the days of sail have appealed to most of us since our childhood. For the model maker, this great age can be recreated by the excellent 1/96 scale kits Revell produces. These kits, the Cutty Sark, Thermopylae, Pedro Nunes, CSS Alabama, USS Kearsarge, and the magnificent USS Constitution are between 32" and 36" long. A model of any of these ships, assembled and fully rigged, can be a masterpiece of craftsmanship.

The plastic model, for all its quality, has one serious drawback – the plastic deck. The deck on all these models comes in three pieces, but aside from the two seam lines resulting from such molding, a plastic deck painted a wood colour still looks like a painted plastic deck, regardless of how carefully weathered. In general this technique is fine for small areas such as inside lifeboats, but not for a deck that may be 3 1/2" wide by 26" long.

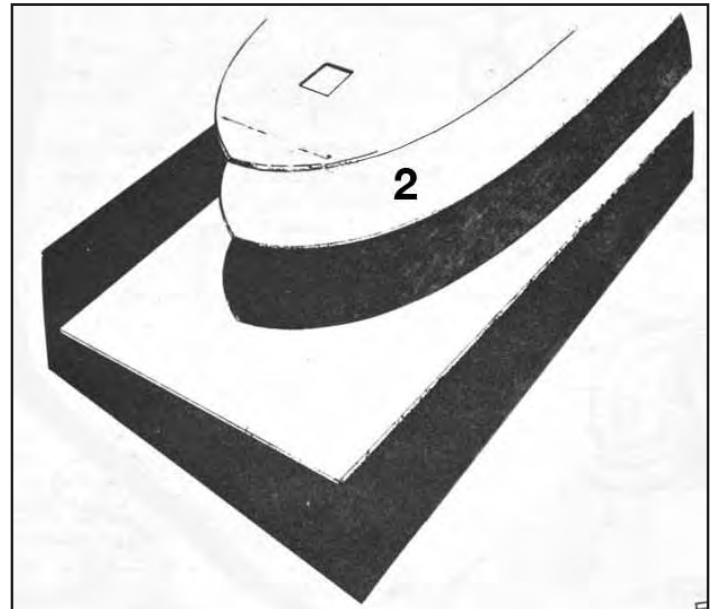
This article serves to tell you how to replace the plastic deck with a wooden one. The subject is the USS Constitution, because it is the most difficult, as well as a beautiful model. Before explaining the method, I'd like to mention scribed decking, which is available from some of the better hobby shops. This wood is very pretty, but poor for a scale appearance. The scribing cuts a separation of about 1/64" between the planks. Also, the grain sweeps across from plank to plank, a bit too obvious.

To begin, the Constitution has two decks, the lower deck parts 14, 15, and 18, and the upper deck parts 36, 37, and 38. Place a razor saw flush with the deck to cut the hatch cover borders off. On the upper deck, the amidships section must be cut at a right angle as shown in figure 1a. On part 14, cut the rear-most raised portion off. (see fig, 1b) This is part of the captain's

quarters. With all the cover and mast borders cut for both decks, be sure to keep them in order. You won't need them for a while. Now cement the decks together.



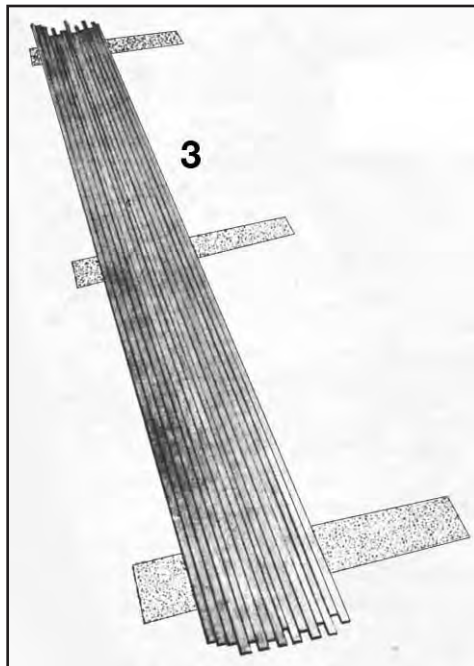
At this point you'll need two sheets of balsa wood, 1/32 of an inch by 6 inches, about 105 strips of bass wood 1/32 by 3/32 by 18" long, white glue, double sided tape, masking tape turpentine, teakwood or oak stain, three pieces of 1/8 by 1/4 by 18" bass-wood or balsa, 280 and 400 grits sandpaper, and a sharp X-acto knife. Going back to the model; place a



balsa sheet on the table, covering it with the plastic lower deck.

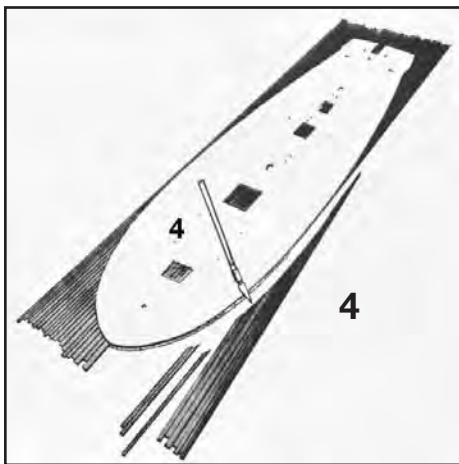
Using the deck as a template, cut a line through the balsa. (See fig. 2) Don't forget the hatch openings as

well. The double sided tape should be laid down in three parallel strips, seven inches apart. Lay the bass strips across the tape side by side, as in Fig. 3. The lower deck will take 60 strips to span the beam, and the upper deck, 45 strips. The cut balsa pattern is now coated



with white glue, turned over, and pressed into place on the basswood strips. The pattern and bass strips must be turned over to wipe away the excess glue. The best way to lift the wood up, is to slip a stiff card or long-bladed knife under the stripping, so as to remove all at the same time.

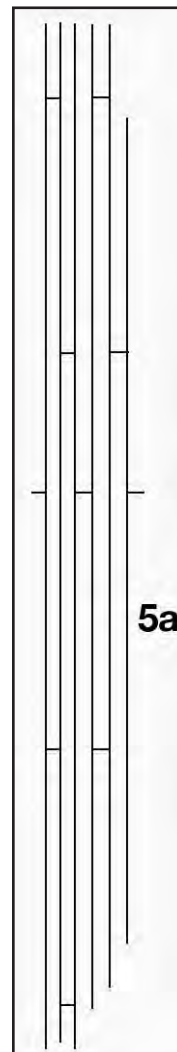
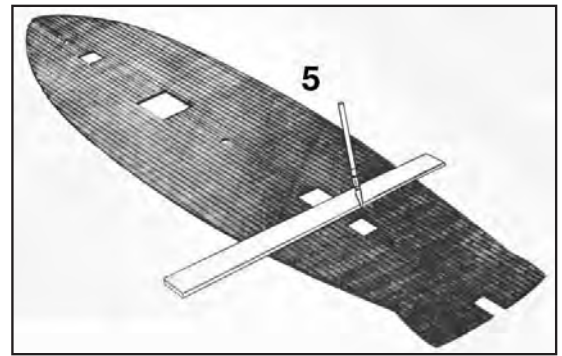
Once turned, you'll find that the glue has spread the stripping. (At this stage the strips will be referred to as planks or planking.) The planks should be forced together with your fingertips to squeeze the glue out.



Then, wipe off the glue with a damp cloth. The glue will take at least an hour to dry, but the work will warp unless you cover it with wax paper and press it down with books or other weights. When the deck is dry,

trim the overlapping planks to the edge of the balsa pattern, (Fig. 4) and sand to a clean sharp edge. If the planks have separated from the pattern at the edge, squeeze glue around the outside of the deck and with a wiping action, press in with your fingertip. After you've done all the gluing, the next step is sanding, to both remove any glue left from the wiping, as well as to attain a fine finish for staining. Try sanding first with 280 and finish with 400. Be sure you sand with the grain, and not against it. To indi-

cate the individual planks, you must scribe across the deck as shown in fig. 5. A plank-ing plan is drawn actual size in Fig. 5a.



Staining: Teakwood is the stain most often used, but oak gives an effect of scale distance and weathered look. Staining begins with clean turpentine. Soak a paper towel or cloth with turps and apply to the deck. The stain goes over the wet deck and is wiped down with a towel that is damp with turpentine. The reason for all the turps, is to allow the stain to penetrate evenly without dark spots. Now that the deck is beginning to look realistic, it's time to give consideration to the other parts to be cemented to the decks. The holes and impressions that indicate the location of the parts on the plastic decks are transferred to the wood deck, by placing the plastic over the wood and making marks with a pencil through the holes; then cutting or drilling out the tracings. Before the deck can be placed in the hull, the deck must be curved or cambered. Templates for the two decks are illustrated in figs. 6 and 6a. About seven 1/8" by 1/4" pieces of bass or balsa wood should be sanded to shape of the template for each deck. The beams are spaced evenly, allowing for hatch openings,

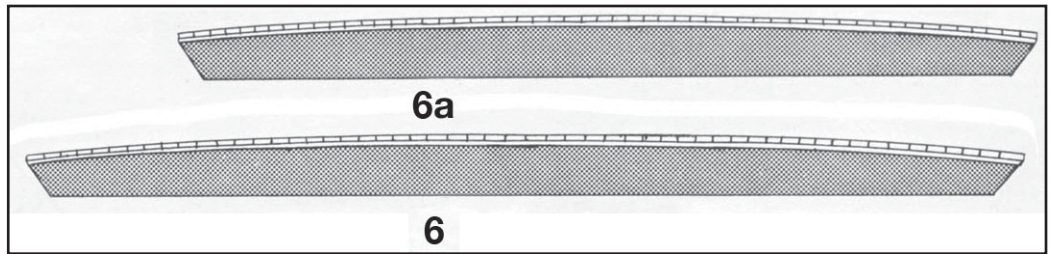
and the rim with the extension pins that support the decks, inside the hull. Once again, use white glue to attach these beams to the underside, or balsa side of the deck.

Masking tape is wrapped around the deck to the beams until the glue is dry. The hull, parts 1 and 2 are cemented together before affixing the decks. As the hull is drying, paint the hatch covers and other

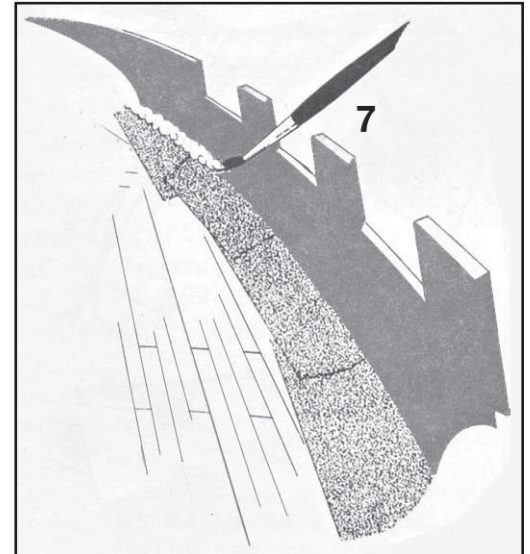
parts to be cemented to the decks. These parts should be added after the deck is cemented in place. It would be wise to fit the decks before cementing. The lower deck is a fair fit, but the upper deck is not. The problem of the

upper deck is solved this way: cover the top of the deck with masking tape, overlapping the edges. Trim the tape with a knife, so as to have a clean unbroken line at the deck's edges. Use plastic cement to affix the decks. Before the upper deck is put into place, be sure to cement the bowsprit into the lower deck. To insure a hold on the upper deck while it's drying, place strips of masking tape from one side of the hull to the other, as tightly as possible. Make a paste of talcum powder and paint, the same colour as the bulwark. Commercial body putty is not suitable for this operation. Dabble the paste on the blood gutter, filling the openings, then spread with your fingertips. (See fig. 7) When the paste has dried, sand it down to the same level as the tape. Carefully peel off the tape and continue with the kit's instructions.

Postscript: The USS Constitution underwent many changes between the time of her launching in 1796 and 1840, when she went on exhibition in Boston Harbor. The Revell kit is based on the 1/48 scale model at the Smithsonian Institution. This model represents the Constitution as she appeared between the time of her launching in 1796 and 1840. The colouring instructions in the kit may be right for 1840, but not for 1814. The bulwarks



were painted a blood red, rather than white, and the hull stripe was a pale yellow ochre until 1828, when it was changed to white. The age of sailing ships is past now, but still alive in the relics held in



museums, and alive in the few great sailing ships in existence today. We who research, or just gaze with wonder at these relics, can thank those men, who in their time had the presence of history to save these things that were then taken for granted.

Not the Constitution, but some good examples of actual wood deck planking.



We need your help with the Royal Canadian Legion Modelling Project



All that the prospective modellers need to do is show up. No experience is required.

To volunteer to help with this program you must be a veteran or a civilian Legion member who has experience in model building. You will be required to pass your knowledge on to the participants. You will need

Before you read on, click here and watch this video clip from the BBC: [WATCH VIDEO](#)

A while ago IPMS Canada was contacted by the Royal Canadian Legion to see if we thought it feasible to help set up something along the lines of this UK Models for Heroes project. After some discussion and brainstorming we decided that running such a program would be beyond the resources and logistics abilities of IPMS Canada, as we are much smaller than our fellow UK and US organizations, but we could help in the support role. The Legion understood this, and they were prepared to do the heavy lifting. What we (you) *can* do, is to promote and publicize a program like this, offer support and consultation, and solicit donations of kits and other modelling supplies from members, the general public, and shops and suppliers. Perhaps some of our members would be prepared to provide some guidance and instruction on the model-building process. Some of these vets may never have built models before and could certainly benefit from your expertise. I would imagine that our members who are themselves veterans of the armed forces, would be especially interested in helping.

This is how it will be structured: **To participate** in the program you must be a veteran and client of VAC participate. The kits, paint, tools, etc will be supplied.

to bring your own kits and supplies, but tools will be available. If you don't fit these criteria but still want to help, don't worry... there are things you can do. The details will get fleshed out with the first group during the pilot program.

To this end, the Legion is going to try a pilot program in the Toronto area – most likely in Ajax – and if it proves successful, try to roll out similar programs around the country. So... if you are in the Toronto area and would like to either donate some of your surplus kits or other modelling materials; or if you think you might like to volunteer to introduce the hobby to others, we ask you to contact the Legion's project coordinator, Craig Hood at craighood73@gmail.com. He is a modeller himself, so he won't be befuddled if you start speaking modelese. At the same time this issue of *beaverTales* is sent out, our Chapter Liaison coordinator, Kerry Traynor, will be contacting the chapters in the Toronto area to explain the program and ask that they consider providing some assistance as a chapter project. The local chapters are also best placed to ask local hobby shops and suppliers for their support in kind.

NOTE: For those of you who will be at HeritageCon at the Canadian Warplane Heritage War Museum in Hamilton toward the end of March, there will be a table where the Legion will be collecting donations of un-built kits of any genre.



"I'm writing a series of blog articles on **Saunders Aircraft Canada** at <https://saundersaircraft.blogspot.com/2019/01/saunders-aircraft-st-27-photos-andre.html>

Could you ask your IPMS members, if they have any Saunders Aircraft material or leads you that they would share. I have the Saunders Aircraft article from the *CAHS Journal* Winter 1977 written Joop Gerritsma and have met Robert Arnold who has the photo negatives taken by the Saunders Aircraft com-

pany photographer at the Gimli plant, though he is keeping the photos for a future proposed book. I've contacted Bill Zuk, L. Helms, D. Galbraith, W Grassick, formerly of Saunders Aircraft, and with R. Fread, of Dryden, who worked at OCA at Gimli 72-76. I've mailed IPMS Winnipeg. We've also set up a FB page at <https://www.facebook.com/groups/2763480640542919/?ref=bookmarks> to share and encourage folks to post their Saunders stuff."

Ken Kalynuk, Winnipeg, MB.
kenkalynuk@gmail.com

Walter Wolf Model Kits

Part 2

by Evan Jones, C3372

The first part of this look at Walter Wolf models in the last beaverTales looked at the Wolf Formula One and Can Am vehicles, and Wolf Lamborghinis. In this installment we'll continue with coverage of the Wolf motorcycles.



Walter Wolf Suzuki Motorcycles

What most people who know the name Walter Wolf Racing do not realize is that he was heavily involved with Suzuki motorcycles, around the same time as his involvement in Formula One. He sponsored a Suzuki factory team in the All Japan Championship Road Race 500 cc motorcycle series. Suzuki also produced special edition street motorcycles with Walter Wolf markings

Racing Motorcycles

1985 Suzuki RG ̳ 500 (XR70) GP race bike

The first year of involvement with the Suzuki race team was in 1985. The XR70, ridden by Japanese rider Masaru Mizutani, placed second overall with podium finishes in 8 of the 9 races. There is no kit of this particular model, but it can be built by modifying existing Suzuki race motorcycles and I have seen photos of a Japanese modeller who did that.



1985 Wolf race bike



1986 Wolf race bike

1986 Suzuki RG ̳ 500 (XR70) GP race bike

During the second year, the Walter Wolf sponsored bike, again ridden by Masaru Mizutani placed fourth overall. Again, there is no kit of this particular model, but the same Japanese modeller who did the 1985 bike, built the 1986 bike.

1987 Suzuki RGV ̳ 500 (XR72) GP race bike

The third year saw additional refinements to the bike, but it was not enough to compete with the Honda and Yamaha motorcycles. Masaru Mizutani placed fifth overall that year. Although there is no model of this exact motorcycle, there is a transkit made from UTA Design out of Japan. It consists of a resin body, exhaust and other pieces and a decal sheet. This allows the builder to backdate a Fuji-mi 1988 race bike model to make the 1987 Walter Wolf version.

1987 RGV-Γ (XR72)

マニファクチャラーズランキング5位



1987 Wolf race bike



1:12 scale Fujimi 1988 GP race bike model, used as the basis to build the 1987 version



Parts and decals from UTA transit

Street Motorcycles

1986 Suzuki RG250Γ

This bike was produced for both Japanese and Canadian markets, and was available in both the signature dark blue Wolf racing colours and a silver version. In 1986, Tamiya produced a 1:12 scale plastic model kit of this bike, it has been re-issued a few times and is still readily available.



1:12 scale Tamiya Suzuki RG250 Γ Walter Wolf Special Version



1:12 scale Tamiya Suzuki RG250 Γ Walter Wolf models, built by the author

Suzuki RG400 Γ and RG500 Γ

Based on the GP race bike, a street legal version was produced in limited quantities in 1985, 1986 and 1987, depending on the country. The reviews of the motorcycle at the time said it was as close to a race bike as someone could buy. To build a model of this kit would involve major modifications of the race version, parts from the RG250 kit, additional street bike parts and making custom decals.

What If Wolf vehicles

All this digging into the Walter Wolf legacy left me thinking of a number of fantasy or “What If” vehicles that could be built as models. Here’s my list, you can add your own:

What if Walter Wolf sponsored an Indy 500 race car in the 1980’s, based on a March 86C or 88C chassis (1:25 scale AMT kits would serve as the basis, with custom decals)

Walter Wolf decided to re-enter Formula One in the early 1990’s and contacted Ford Motor Company - the result was the Walter Ford B190 (instead of the Benetton Ford B190) (1:24 scale Hasegawa Benetton Ford B190 as a starting point)

During his involvement with Suzuki, they decided to produce a Walter Wolf version of the Katana, complete with full fairing and Walter Wolf livery (1:12 scale Tamiya Suzuki Katana model kit, with bodywork modifications and Walter Wolf decals)

A Porsche 917, 956 or 962 Le Mans race car would look spectacular in Walter Wolf colours (Tamiya, Fujimi and Hasegawa make kits of these cars)

What about a Walter Wolf sponsored NASCAR race car during that same time period? (any number of NASCAR kits, with Walter Wolf signature livery)



1985 Suzuki RG500 Walter Wolf Special



1986 Suzuki RG500 Walter Wolf Special



M4A2(76)W HVSS DETAILS

Info - Jim Bates and Steve Sauvé
Photos - Sam Richardson and Steve Sauvé

Following up on the Canadian Army postwar M4A2 Sherman decal article seen in **RT** 40-4, here is a selection of detail photos of the Ontario Regiment Museum's Sherman tanks. Although the proper designation for these Cdn Army postwar tanks is debated, one of the Museum's vehicles shows that 'M4A2E8', while popular and convenient to use, is not really correct.

VEHICLE	TANK, MEDIUM, M4A2 76MM GUN, WET
OVERALL LENGTH	294 $\frac{1}{8}$
OVERALL WIDTH	117 $\frac{1}{2}$
OVERALL HEIGHT	135 $\frac{1}{2}$
LOWEST OPERABLE HEIGHT	117 $\frac{1}{8}$
SHIPPING CUBIC	2364
SHIPPING TONNAGE	591
FIGHTING WEIGHT (LESS CREW)	77225

The Museum has two operational Shermans (CFR #78-904, "Bart", and CFR #78-856, "Billy") that get exercised regularly in the summer. If you're on Highway 401 near Oshawa, a stop at this great museum is absolutely worth the time and the ten-minute detour off the highway. Please visit their website, ontrmuseum.ca, for museum hours and email contact information.

We would like to again acknowledge the help given by staff of the **Ontario Regiment (RCAC) Museum**. Assistant Curator **Sam Richardson** provided some helpful background information and photos of the Museum's Shermans.



Steve Sauvé photo, July 2018



Steve Sauvé photo, July 2018



Ontario Regiment (RCAC) Museum
1000 Stevenson Rd. N
Oshawa, ON L1J 5P5

FRONT HULL

Front view of the hull and turret
Sam Richardson photo



Co-axial 0.30" calibre machine gun
Sam Richardson photo



Steve Sauvé photo, July 2018



Steve Sauvé photo, July 2018

SUSPENSION

Okay, so there's a lot of mud on these HVSS suspension units. You can still glean some good wheel and track detail off the photos.



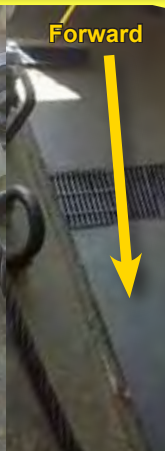
Steve Sauvé photo, July 2018



Steve Sauvé photo, July 2018

REAR DECK

Sam Richardson photos, 2018



These composite shots provide you with a pretty good idea of the rear deck layout and details of the M4A2.

REAR HULL

There are two hinged grates attached to the rear hull. These provide both protection and access to the filters found behind them.



Sam Richardson photo, 2018



Steve Sauvé photo, July 2018

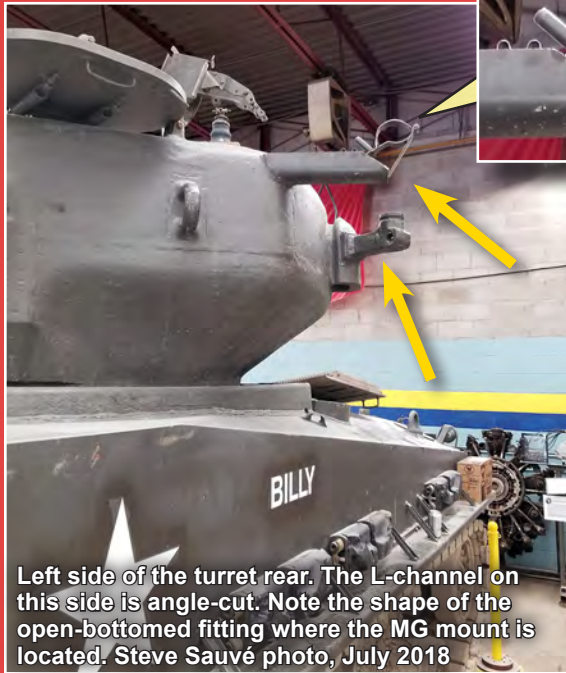
TURRET



Rear view of turret showing lift rings, MG mount and L-channel brackets. Steve Sauvé photo, July 2018



Right side of the turret rear. The L-channel on this side is square-cut. Note the shape of the open-bottomed fitting where the MG mount is located. Steve Sauvé photo, July 2018



Left side of the turret rear. The L-channel on this side is angle-cut. Note the shape of the open-bottomed fitting where the MG mount is located. Steve Sauvé photo, July 2018



Steve Sauvé photo, July 2018



Steve Sauvé photo, July 2018



Sam Richardson photo, 2018

SOME OTHER STUFF...

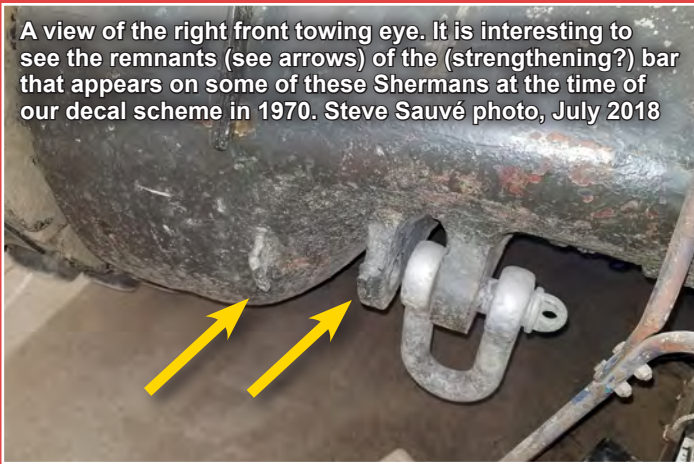
The business end of the Canadian M4A2's 76 mm gun. Sam Richardson photo, 2018



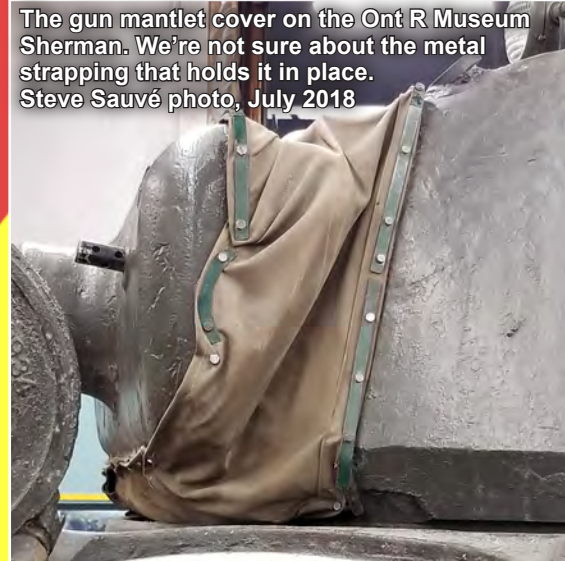
Another view of the side extensions. Also seen here are the two mounting bolts for each of the three spare track links carried on each side, along with a good view of the track retaining clips that hold them in place. Steve Sauvé photo, July 2018



A view of the right front towing eye. It is interesting to see the remnants (see arrows) of the (strengthening?) bar that appears on some of these Shermans at the time of our decal scheme in 1970. Steve Sauvé photo, July 2018



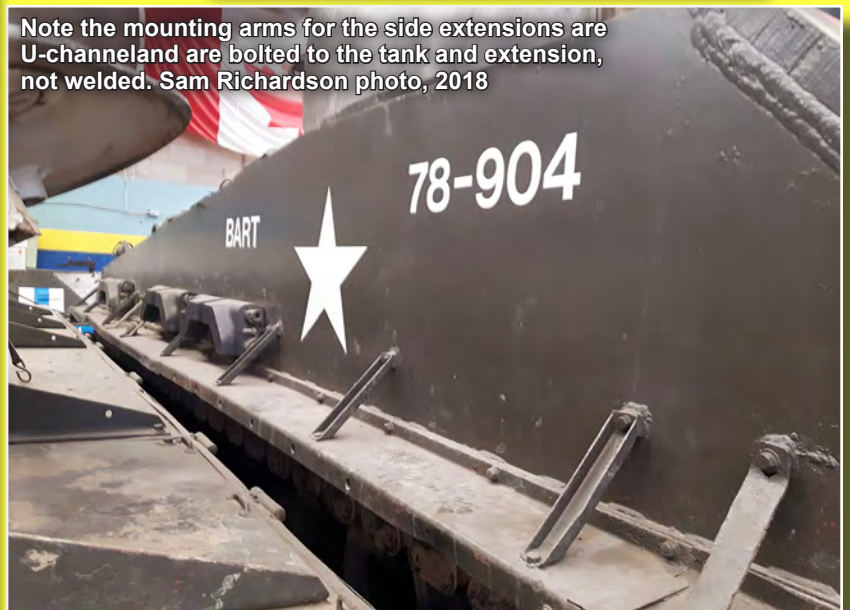
The gun mantlet cover on the Ont R Museum Sherman. We're not sure about the metal strapping that holds it in place. Steve Sauvé photo, July 2018



Pioneer tool storage, engine hatch opening and some turret hatch detail. Steve Sauvé photo, July 2018



Note the mounting arms for the side extensions are U-channel and are bolted to the tank and extension, not welded. Sam Richardson photo, 2018





REVIEW

In-box reviews of kits for building Canadian subjects

Kim Elliott takes a look at the
Supermarine Stranraer
from Matchbox & Revell

History

The Supermarine Stranraer was the last flying boat designed by R. J. Mitchell, renowned designer of the Spitfire. It was to be the last in a line of biplane flying boats designed for the Royal Air Force. The Stranraer was originally known as the Southampton V, its name changing once a contract had been placed for seventeen aircraft in 1935. Despite its somewhat dated conception, the Stranraer was still in service at the outbreak of the Second World War and continued in the anti-submarine role within Coastal Command until 1941.

The Stranraer was also used by the Royal Canadian Air Force, serving in anti-submarine and coastal defence capacities. Forty examples were manufactured in Canada by Canadian Vickers Limited. The first was delivered to 5(GR) Sqd. November 1938,



after Canada declared war on Italy on 10 June 1940. By late 1941, the remaining 30 aircraft had been accepted. At this time, all Stranraers were transferred to

the West Coast, the newer Canos being more suited to harsh Atlantic conditions. Under Western Air Command, they served with 4, 6, 7, 9, 120 (BR) Sqd., plus 13 (OT), 166 (COMM) Sqd., and 3 OTU. Most were withdrawn from active service by late 1944, finally being struck off charge in 1946.

Many examples were sold to regional airlines after the cessation of hostilities and served in commercial passenger and freighter operation well into the 1950s. Several served with Queen Charlotte Airlines (QCA) in British Columbia and operated until 1957.

A single Stranraer, ex-RCAF 920 survives to this day. Subsequent to RCAF service, it became CF-BXO of Queen Charlotte Airlines, who replaced its original Bristol Pegasus engines with American Wright R-1820 engines. In this form, but in military markings, it resides in the RAF museum at Hendon.



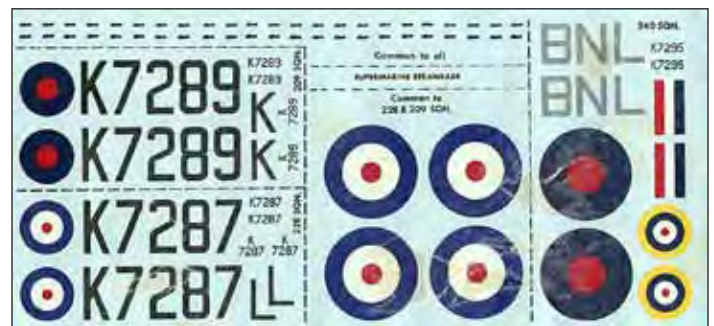
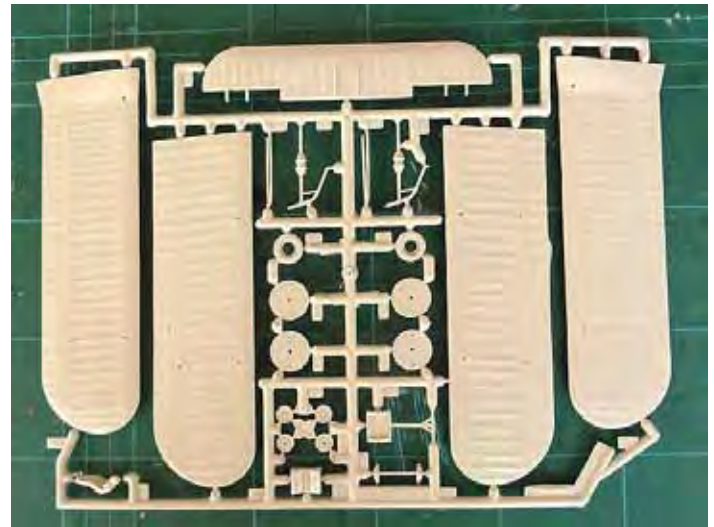
at Dartmouth, NS. By the start of the war in 1939, 10 were in service. The crew of a 5 Sqd. Stranraer, flown by Flight Lieutenant Leonard Birchall, were responsible for the capture of an Italian merchant ship, the Capo Nola, in the Gulf of Saint Lawrence, hours

THE KIT

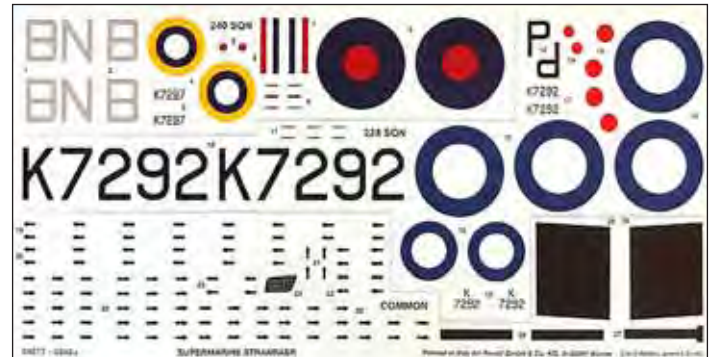
Matchbox first marketed this kit in 1978. Per the fashion of the time, it was in three colours of plastic, plus clear parts.



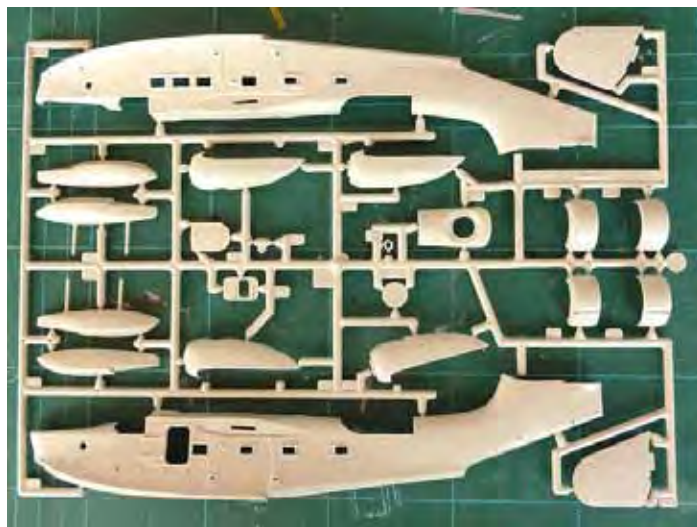
Revell acquired the moulds in 2012 and re-boxed it, with a single colour of the main parts. Other than decals, the kits are identical. Whether one finds the original or more recent editions, the injected plastic parts on four sprues of light grey plastic are in good condition with small amounts of flash present only on the trailing edges of the wings. Surface detail is made up of reasonably fine engraved panel lines, delicate rivets around the raised structural areas on the fuselage sides, and bold fabric detail on the wings and tailplane.



Matchbox decals



Revell decals



The cockpit is basic, but there is enough detail to ensure that it will look fine under the small thick canopy. There is a seat and control column for the pilot and three internal bulkheads, one of which holds the instrument panel. A decal is supplied for the panel, or one may paint it, as the detail is raised. The transparent fuselage windows are clear, however, there is little to see inside the fuselage.

The wings are made up of upper and lower halves, with ailerons moulded in place. The centre section of the upper wing, which also holds the engines, is a separate piece. The horizontal tail has a moveable elevator. The Bristol Pegasus radial engines are simple, detailed enough under the cowlings. A beaching trolley is provided. The wheel hubs are separate to the tyres, which makes painting much easier. The three gunners' positions are fairly basic, but the three machine guns are quite good. A diagram is provided to help one get the dihedral of the wings right. Revell have done their best to make the process of rigging the model as painless as possible by providing a four-step guide in their instruction booklet.

The decals are well printed and feature solid, opaque colour. They are slightly matte, which may require some decal softening solution in application. The Revell decal sheet provides options for two different aircraft: K7287 of No. 240 Squadron, Royal Air Force, Scotland, January 1941, finished in the camouflage scheme depicted on the box artwork; and K7292 of No. 228 Squadron, Royal Air Force, Pembroke Dock, Wales, November 1938, finished in overall silver/aluminium.

The Matchbox decals additionally features a third aircraft: K7289 of 209 Squadron, Royal Air Force, Mountbatten, Plymouth, England December 1938, with a grey fuselage, silver wings and tail.

This kit is suitable for modellers of every skill level. The biplane strutting is the most complex part of the build, but not overly so. Abundant clear illustrations of all aspects of the process are part of the instructions. For those wishing to add detail, some work on the interior and the engines will improve the model.

***note on Canadian subjects**

Although as kitted one cannot finish the model as an RCAF version, the basic national markings are similar. Serial number and fuselage codes in black are relatively easy to produce on a home laser printer. Variations in roundels not provided on the decal sheet should be available on generic decal sheets. Grey squadron/individual markings may be less easy to find, but not impossible. Some aircraft were fitted with the metal three bladed DH propeller as kitted; others with a four bladed wooden type. These were made from double two-bladers. Aftermarket resin should be an available substitute. If one would like to model a civil version, an engine change for some aircraft may be necessary. Slight modification to the gunners positions may also be required. Decals, on the other hand, have been produced by Whiskey Jack Decals and Thunderbird Models, for Queen Charlotte Airways and Pacific Western Airlines.

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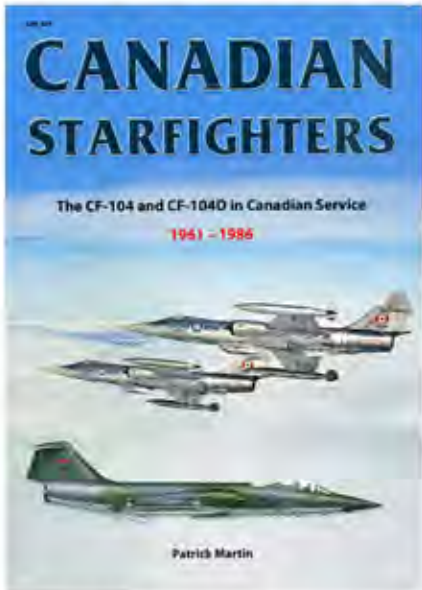
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North Atlantic Aviation Museum, 135 Trans Canada Hwy., Gander, NL – northatlanticaviationmuseum.com



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



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