



## What's New?

### New Exec members

As you have read in RT 34/3, our Chapter Liason member, Gary Barling, had been thinking about retiring and handing over his responsibilities to, as he put it, "a younger and more dynamic member of IPMS Canada". He had originally intended to stay on for another a year in order to find and to assist in preparing his successor for the various responsibilities. A long time member heard about it, and expressed interest. I think he is uniquely qualified... but I'll let Gary take up the story:

*"Several fortuitous turns of event have led to a quickening of the replacement process: 'fortuitous' for me, for my identified replacement, and for IPMS Canada... I am completely satisfied that he is quite capable and motivated to assume the CML responsibilities effectively and efficiently.*

*"Kerry Traynor is a longtime member of IPMS Canada. He is a member of IPMS London, Ontario, is a past president of that chapter, and is well-versed in the chapter and National activity levels of IPMS Canada. He and I have been corresponding on the transition for several weeks now. ...we discussed a few more aspects of the work, decided on a formal transition date that would mark his formal entry into the portfolio, and started looking at our joint CML column for RT 34/4 (December 2012).*

*"The end result of this is that Kerry will become your new Chapter and Member Liaison representative on the IPMS Canada Executive on October 1st, 2012. I'll be staying on the Executive to assist in coordinating an IPMS Canada presence at the 50th Anniversary of the International Plastic Modeller's Association, which will take place at Telford, UK during the IPMS UK National Championships in November 2013.... That said, my feeling is that Kerry is currently amply prepared for the responsibility, and that he will need very little assistance from me in his new role.*

*"I wish Kerry all of the best as he becomes our new Chapter and Member Liaison representative. I ask that you extend to him a warm welcome, and*

*the same high levels of support that you have so kindly extended to me over the past several years."*

Gary Barling

### New guy #1 – Kerry Traynor



- Hometown - London, Ontario
- Married, two children
- Member of IPMS Canada for 28 years, member of IPMS London for 26 years (past president)
- Teacher in the architectural technology program at Fanshawe College in London
- Modeling interests lay mainly with 1:48 post WWII aircraft, with some RCAF WWII aircraft, modern armor and the odd ship.

### New Guy #2 – Kevin Smith

And if that's not enough, we now have another new Exec member, as Kevin Smith returns to take over the Special Products portfolio.



- Hometown: Arnprior, ON
- Married, one daughter (who recently started building models with her dad)
- Primarily builds 1/32 aircraft from WWI to the Cold War, with a bit of armour, automotive, and naval subjects
- Member IPMS Canada since 2006
- In real life Kevin creates safer work environments with one of Canada's premier distributors of safety and abatement supplies.

## Are you New Guy #3?

IPMS Canada is in the market (well... not really market, 'cause there's no pay!) for a new webmaster. IPMS Canada's current webmaster *par excellence*, Kim Elliott, will be retiring next spring, and we will need a replacement. This will give the new guy, or gal, some time to learn the ropes and hopefully effect a seamless transfer. If you have a bit of experience and would like some more information, please email us at [box626@ipmscanada.com](mailto:box626@ipmscanada.com).



## IPMS CANADA INFORMATION RELEASE

By now, it is assumed that most of you have received the latest edition of **RT** (Vol. 34 No.3), and have read the column written by IPMS Canada's National Director (ND), Bob Migliardi.

Prior to publication it was felt that the ND's column would probably stir up a response from some of the chapters. And to put it mildly, it did just that. We heard from individual IPMS Canada members, non-members (i.e. local chapter members who do not belong to IPMS Canada) and IPMS chapter representatives. Some of the responses were informed and professional; others were more opportunities to vent about IPMS Canada in general. In these cases, it was obvious that the writer had not actually read the column first hand.

Bob was very clear that his evaluation of the various chapter websites was about how well the chapter websites were doing in promoting IPMS Canada. Nothing more was stated or inferred about the chapters or their operation. This point is very important to keep Bob's statements in context.

The National Director has the opportunity to have his thoughts and opinions published in the IPMS Canada journal, *Random Thoughts (RT)*. This is a long standing tradition and it offers the opportunity to address issues with the whole membership. In this particular column, Bob decided to tackle a particularly difficult issue for the IPMS Canada national executive; IPMS chapter promotion and support of IPMS Canada as a national organization.

IPMS Canada provides both financial and promotional support to IPMS chapters for contest awards, promotional literature, and the promotion of the chapters on the IPMS Canada web site. In return, IPMS Canada asks nothing more than recognition of that support and some reciprocal promotion of the national branch. Some chapters mention the IPMS Canada connection, which is good, but what we really need is for the chapters to actively promote IPMS Canada and help support our collective cause; the promotion and growth of the hobby in Canada.

As mentioned in the **RT** editor's comments in the same issue, IPMS Canada dropped below the 400 members mark. Clearly, this is not good for the

health of the branch, and it is not good for the health of the chapters. National membership funds what happens in IPMS Canada. Everything that IPMS Canada does is for the benefit of the membership, period. If the coffers run low, then we all suffer. **RT**, our website, special projects, sponsorship; everything is dependent on membership dues. So now, more than ever, promotion of IPMS Canada, and what it has to offer, is very important.

Recently, IPMS Canada tried, through the efforts of the executive and my predecessor, Gary Barling, to get the chapters to enhance, or, in some cases, introduce some form of promotion of IPMS Canada onto the web sites. The national executive offered assistance in implementing the promotions and promotional graphics were sent out. With some chapters, there was no response and nothing changed on their web sites. Subsequent to the publishing of the ND's column, we are now hearing that this request was never received or was never passed on from one chapter executive to the next. Hey, things get misplaced and notes get lost; we've all been there. But the chapter membership should be aware as communications from IPMS Canada should be made available to the membership. Ideally, a report should be made during the 'business' part of the meeting, so that membership is kept up to speed with what is going on with IPMS Canada.

There is no doubt that Bob could have written his ND column with a different tone. His website 'gradings' could have been softer. But at the time, and given the facts as we knew them, he wanted to make a clear and critically important point to the membership. IPMS Canada has to be more than just a funding source for the local chapters. At the same time, IPMS Canada has to mean more to more people than what products and messages come from the national executive. We have tried to get chapters more involved in how IPMS Canada operates, as well as to represent who we all are. One way to get people thinking is to stimulate conversation. It is clear that Bob's column has done just that.

We all need to remember that IPMS Canada, and by extension, the local chapters are "by Modellers, for Modellers." We all have a common interest and if we work together, a stronger and better modeling community can be enjoyed by all.

*Kerry Traynor*

*Chapter and Member Liaison*

*On behalf of the IPMS Canada National Executive*

# AN ANNUAL NATIONAL ON-LINE MODEL CONTEST

## TELL US WHAT YOU THINK

Here's a question for the members: What do you think about an annual national online model contest? I got to thinking about this because of the online *Modeling Madness* "Best Canadian Subject" contest. True... as an 'online' contest it could not be like the chapter or convention contests we are all familiar with, complete with eagle-eyed judges peering into all the models' dark recesses with flashlights and dental mirrors. It would be judged solely by what is



visible in the photos, and thus would be very subjective. Still... we COULD do something everyone could participate in, and it may prove to be lots of fun!

I see several things to consider: What categories should there be? Without knowing how many entries there would be, we'd probably have to guesstimate for the first contest. Perhaps major categories such as Aircraft, Military Vehicles, Ships, Cars/Trucks, and Other. Should 'Aircraft' be divided by scales, and maybe into propeller and jet? Maybe a category for civil aircraft? The AFV category breakdown would be a bit simpler. What about ships? Would a single Car/Truck category need further breakdown? 'Other' could encompass sci-fi models, Luftwaffe 1946 models, trains, or whatever. Or should we keep the number of categories to a minimum at the outset?

How many photos of each model could an entrant send in? A maximum of 4 photos has been suggested. With that you could show both sides and two other shots (could be detail shots, cockpit, engine, etc.)

While a small entry fee would help defray the costs incurred (possible extra server storage, awards, prizes, etc.), it would be a logistics and bookkeeping headache. The alternative would be no entry fee, but limit the number of entries per member to a certain number... maybe two or three max.

If it is a true virtual model contest, maybe it should be judged rather than be a popularity contest. Who would judge... perhaps a group of well-known modellers from all over the country? Or would you prefer that members vote to judge? With numerous categories, member voting would require that we develop a simple system to receive, record, and tabulate all the votes. The contest would, of course, be open only to IPMS Canada members... and hopefully we'd have some really nice prizes!

And it goes without saying... All there is to judge a model by would be photos, which may or may not show a great model at its best. We all would have to realize that the model is only part of the equation, and not winning does not mean that the model wasn't a superior one. Another model may have just looked better on screen. This is supposed to be fun! Accept it with no ruffled feathers if you don't win.

This would be a big project, and would require one or more persons to administer it. Would you be willing to serve as IPMS Canada National Virtual Contest Co-ordinator, or an assistant, or a judge? Unless we get some volunteers we can't proceed with this. Email us and let us know!

There are lots of other things to consider, and this may or may not prove to be feasible. But this will get the discussion started, so let's have your input. Email us or go to the IPMS Canada website and log onto the forum's **General Discussion** area and have your say.





# Winners of the IPMS Canada/Modeling Madness Best Canadian Subject contest!

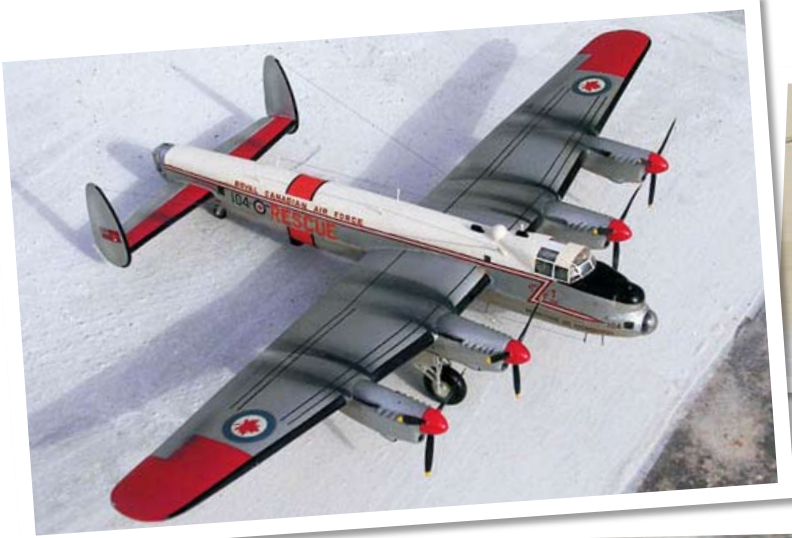
The IPMS Canada - Modeling Madness "Best Canadian Subject Contest" has now ended, and the top three model entries have been selected by popular vote.

First Place was awarded to the 1/72 SAR Lancaster built by Carmel J. Attard.

Second place was went to the Piasecki H-21 built by Bill Wofford.

And third place went to the 1/48 Norseman on floats built by an as yet unknown modeller who hasn't contacted us yet!

Prizes will be sent to each of these mopdellers in recognition of their fine work. And although these three entrants garnered the most votes, all of the entries were of consistantly high quality and very impressive. Pictures of the winning models are shown below.



## WANTED...

Material for *beaveRTales*. Send in your hints-n-tips, photos of chapter happenings, reviews of new kits and modelling items, reports of shows you've been to, those smaller modelling articles (we'll keep the big ones for **RT**), and anything else you think the members might like to see. Did you try a new modelling technique that worked well? Send it in! Did you

try a new modelling technique that failed miserably? Send it in! Let's see some pics of your current modelling project in progress! Send in some photos of your workspace – we want to see what your workbench looks like! Did your dog chew your award winning model? Send some pics! If **RT** is about our models, *beaveRTales* is about us!

# KUBUŚ

The original article on Kubuś appeared in RT way back in 1971. This is an updated version with new material added to the original drawings.

*Kubuś* – Polish for “Little Jacob”.  
Also the Polish name for *Winnie the Pooh*

It was also a World War II armoured car and armoured personnel carrier, built by the Polish Home Army during the Warsaw Uprising. A single copy was built on the chassis of a Chevrolet truck and took part in the fighting. Currently there are two copies preserved, one is the original *Kubuś*, restored after the war and held in the *Polish Army Museum*; the other one is a full-scale replica built for the *Warsaw Uprising Museum*. The latter is in perfect condition and frequently takes part in various open-air fetes and reenactment shows.



*Which Kubuś... the original or the replica?*

## History

The construction of the original *Kubuś* took only 13 days from the decision, to operational readiness. Work started on 8 August 1944 in a car repair shop in Warsaw's *Powisłe* district.

The main engineer and designer was Walerian Bielecki, though in actuality the car had no prepared design. All the construction was improvised on the spot. (Remember the TV show *Junkyard Wars*?)

*Kubuś* was based on the chassis of a Chevrolet 157 truck, which were license-built in Poland. The chassis was fitted with steel plates for protection of the crew. These plates were bolted to a steel frame and then welded together. The armoured car could carry between 8 and 12 soldiers and was armed with a Soviet-built DP machine gun, an underground-built flamethrower and hand grenades.



*Kubuś sits burnt out and abandoned after it's failed assault on Warsaw University. It will eventually be recovered and restored.*



*Kubuś* entered service immediately upon completion on August 22, 1944, attached to the “*Wydra*” motorized unit. The following day, together with a captured Sd.Kfz.251/3 Ausf.D it took part in a (failed) assault at the main campus of the Warsaw University, which was used as a military garrison by the Germans. *Kubuś* was damaged but able to retreat to Polish-held territory where it was repaired. The assault was repeated on September 2, but again with no success. *Kubuś* was damaged again (the tries proved especially vulnerable, as it was, in reality, a civilian vehicle) but managed to withdraw. However, it was not repaired and instead on September 6 it was partially stripped and abandoned in a garden on Okólnik Street.

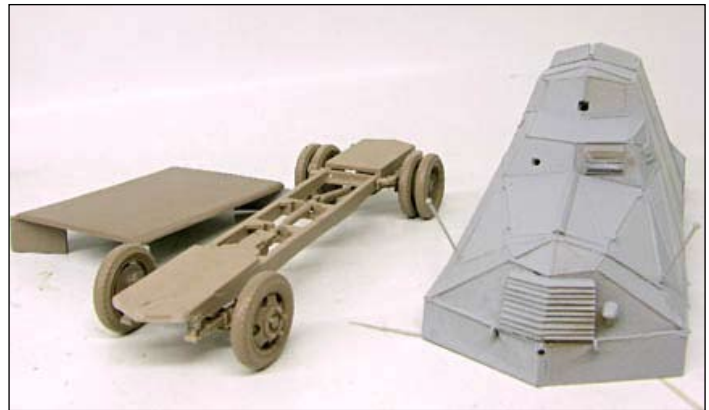
The damaged *Kubuś* survived the war and in 1945 was towed to the *Polish Army Museum*, which had been looted by the Germans, as one of the first new exhibits. It was restored and is currently on display. The full-scale operational replica was created in 2004 by Juliusz Siudziński and that *Kubuś* is on exhibition at the *Warsaw Uprising Museum*.



*The restored original Kubuś now on display in the Polish Army Museum.*



*The firm Toro Model produced resin kits of Kubuś in 1/35, 1/48, and 1/72. Your best bet for finding these would be an online search.*

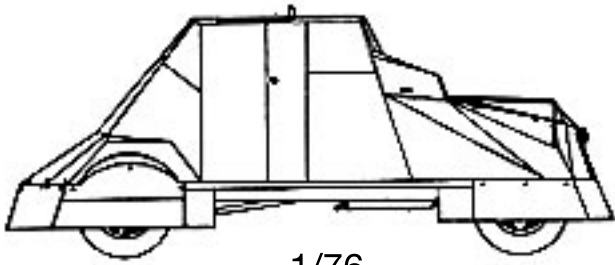


*The Toro Model kit partially assembled. The weld seams look somewhat oversize compared to the photos of the actual vehicle. As it was built entirely of flat plates on a truck chassis, it could possibly be a scratch-building project for an ambitious armour modeller!*

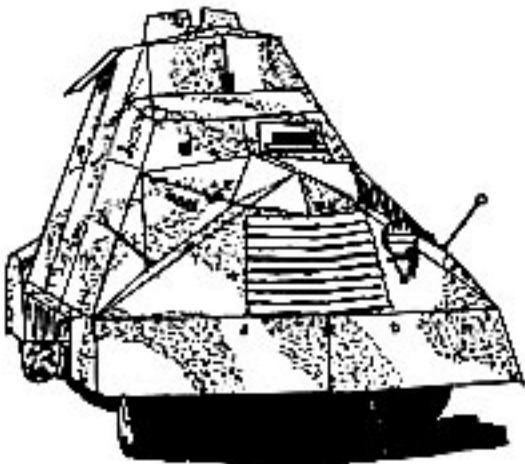
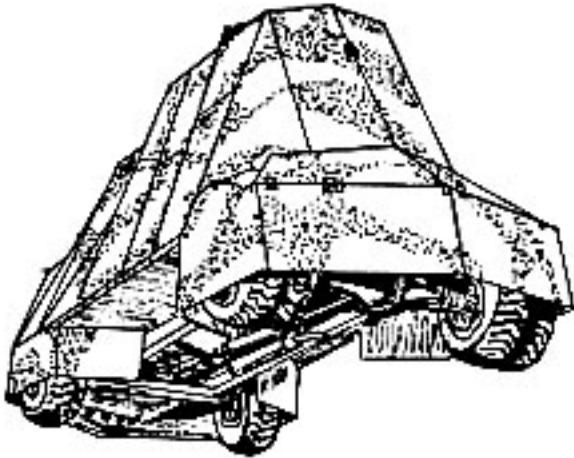
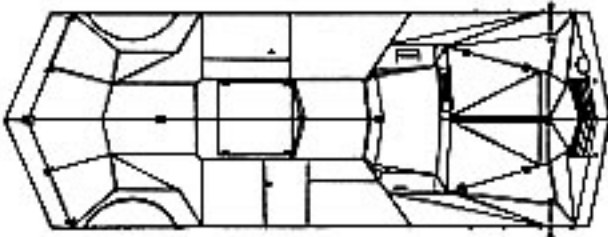
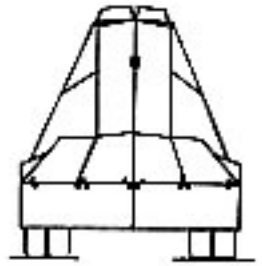


*And the 2004 replica now at the Warsaw Uprising Museum*

# KUBUS



1/76

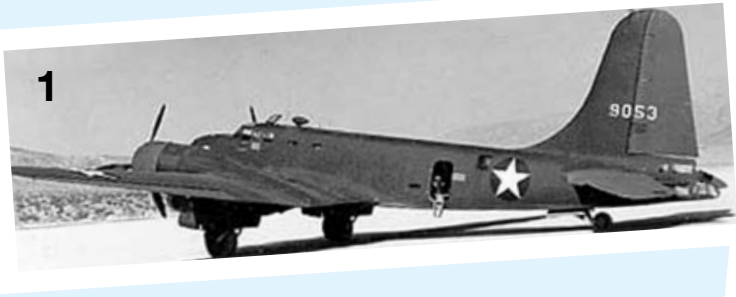




# The IPMS Canada inaugural *beaverRTales* “What the hell is that?” recognition quiz!

Below are some numbered pictures of... er... rather wierd aircraft. All you have to do is email us the list of your answers. Number them 1–20. The highest five scores (or first five to arrive, if there are ties) will win some **nice prizes**. So get going and send in your answers to [box626@ipmscanada.com](mailto:box626@ipmscanada.com) (put **QUIZ ANSWERS** in the subject line). The winners will be notified by email, and also announced in the next issue.

**Good luck! And let us know if you'd like more quizzes... maybe AFVs or cars!**

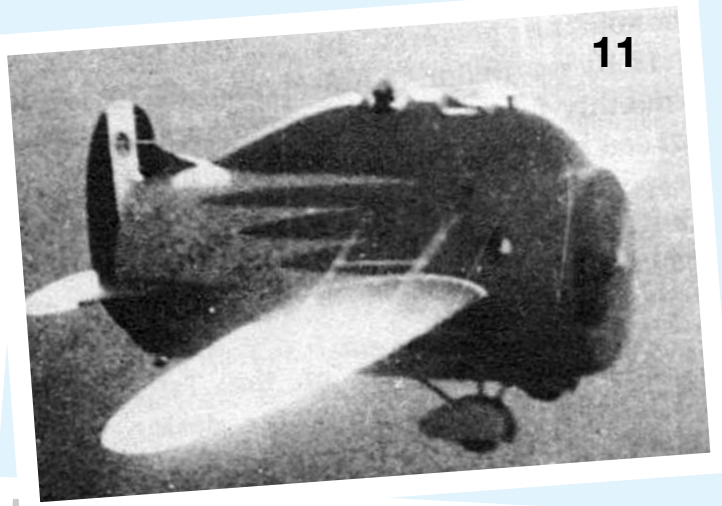




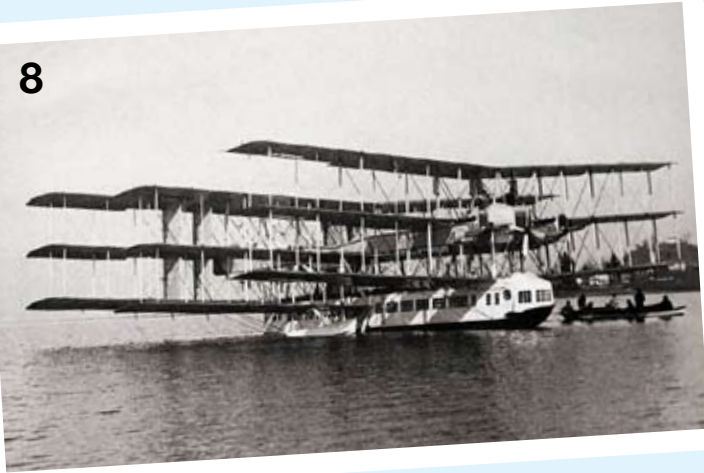
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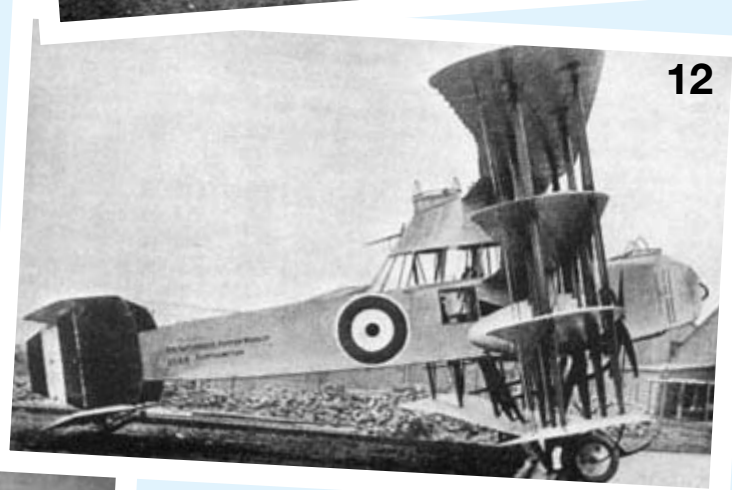
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8



12



9



13



10



No, no, no... not the Martian flying machine!  
What was the aircraft that dropped the atomic bomb on the Martians in the 1953 movie, *War of the Worlds*?

14



17



15



18



16



**Good Luck!**

19



20







# NANAIMO SPITS



Pat Murphy of Nanaimo, BC sends along some photos of their Spitfire display at the Vancouver Island Military Museum. He writes:

*“We were located in a Mall in Nanaimo for 25 years but last December we moved to a new downtown location, since January we have been re-building and re-designing and it’s now almost ready to unveil. The collection contains 35 different Canadian Spitfires, each Spit has an ID card that shows the Mk, the date, pilots name, Squadron and home town etc with a photo of*

*each pilot on the wall. It also has a Spitfire pilots uniform supplied to me by the family of F/L George Aitken. The uniform features the pilots wartime ID card and an escape kit that was in the pocket. The battle dress is in good shape, we have the leather helmet and goggles plus the high top boots that could be removed to help the pilot evade capture. The dress uniform has the badge sewn into the under lapel showing the Goldfish club membership - George Aitken escaped a burning Spitfire with parachute and was picked up by an RAF rescue boat. His Gold*



*The crew manhandling some signage into place prior to the big opening.*



*The model spitfire collection... with a great looking background display.*



*A close-up of models in the display case.*



*The new Museum location in downtown Nanaimo. A perfect location for the display.*



caterpillar pin is missing now but the family says it's around someplace and when they find it they will send it to us.

I got my interest in Spitfires as a young boy, started modelling in 1954-55 it was when I started with the Y2-K Spitfire project in 2000 and met many Spitfire pilots and that motivated me to concentrate on Spitfires.”

Spitfire pilot F/L George Aitken's uniform on display at the Vancouver Island Military Museum.



## We have **WINNERS!** in the Aoshima “Muscle Car” survey

The survey is over, and we want to thank all those who participated and sent in their answers. PLAMOD have now drawn names from the emails they received, and we have two winners. Congratulations to:

**Tony Hayes** of Dundas & **A.S. Henry** of Ottawa

Your prizes – a selection of Aoshima kits – are being sent to you direct from PLAMOD.

1/48 Air National Guard P-51s

1/72 Pre-War Spitfires

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# CHAPTER PAPARAZZI

Some recent pics of Chapter Events!

Come on, Chapters...  
send the paparazzi some  
pics of your latest events



IPMS Vancouver show. PLAMOD awarded prizes to several lucky winners who filled out their Aoshima survey.

The Ottawa Chapter's monthly build and display at the Canadian National Aviation Museum. Note the IPMS Canada banner.





# Bumping into

# Shuttleworth

*by Bob Migliardi*  
National Director – IPMS Canada



The intrepid ND and his trusty steed, about to ride off and get lost in the English countryside... again!

## Introduction

Several years ago I visited my daughter, who lives in Bedford, in the UK. I decided to rent a motorcycle, as there were places I wanted to visit, like Hannants, Duxford, etc. Although I'm pretty good at finding my way around North America, I'm apparently totally unsuited for navigating in the UK, where signs are impossible to read at road speed, house numbers are virtually non-existent, and roads change their names every few miles! I twice tried to get to the SAM Publications offices (which turned out to be about a kilometer from where I was staying). On the first attempt I wandered onto the A6 and ran out of fuel in the middle of nowhere. The next day I tried again and found myself lost in a rural area speckled with wonderfully-named towns like Clophill, Biggleswade, Old Warden,... hey... wait a minute! Old Warden is where the Shuttleworth museum is, right? So after a bit more meandering I managed to stumble upon the Shuttleworth Collection at Old Warden. This is just a brief look at what I found.



Shuttleworth is at an old fashioned airfield with a grass strip and picturesque buildings. You may have seen it before without even realizing it, as it has been used in numerous TV shows and films such as *Wings*, *Reach for the Sky*, and *Battle of Britain*.



The Shuttleworth collection specializes in aircraft from the pioneer era through the 1950s. One of the earliest is this Bleriot XI. This aircraft has been seen at several Farnborough airshows. Today, the Bleriot is restricted to straight hops across the aerodrome. However it is the world's oldest aeroplane with the earliest aero-engine in flying condition. Most of the Shuttleworth aircraft are in flying condition!



Shuttleworth (Old Warden) Aerodrome is one of the few traditional all grass aerodromes still in regular use, and is displayed in eight hangars, which include a workshop hangar giving the visitor a chance to view restoration and maintenance in progress. There is also a vehicle section, displaying vintage and veteran cars, motorcycles and bicycles and, from a bygone era, the coach room with horse drawn carriages. The rural surroundings help to recreate a charismatic atmosphere and the feeling of stepping back into the 1920s/30s. When I was there several aircraft were being worked on, including their RAF SE 5.

Their Spitfire Vc was also undergoing some maintenance work, though obviously not as extensive as on the SE 5. This aircraft was originally flown by 310 (Czech) Squadron at Duxford, and that's whose markings it still carries.







If you like bi-planes and other pre-war types, Shuttleworth is a 'must' destination. At left we have a Bristol F.2B Fighter, and below a very unusual find – a Bristol M.1C Bullet. This latter aircraft is a replica, though most machines in the collection are originals. Next to the Bullet you can see the tail of the Avro 504. This machine was used in the opening scenes of the film *Reach for the Sky*.



Another interesting pre/early war type, a Bücker Jungmann (this one actually built in Spain by CASA) . The aircraft in the back with sunburst scheme on the upper surfaces is an Avro Tutor.





When I was there, the collection's Gladiator was wearing Royal Norwegian Air Force markings. It had been refinished for use in a Norwegian war movie!

A colourful Ryan PT-22 trainer. In fact, there were two of these present, this one with aluminum painted fuselage, and another with highly polished metal. The blue aircraft in the background is an Avro 652a Anson Nineteen.



Of all the aircraft there, I think this was my favourite. The famous DH88 Comet, *Grosvenor House*, which won the air race to Australia in 1934. Hanging above the Comet you can see a Mignet HM14 Pou-de-Ciel (Flying Flea).



Here's the world's only Sea Hurricane Ib, and it has a Canadian connection. Hurricane Z7015 was built by Canadian Car & Foundry at Fort William, Ontario, in 1940 as a Mk I. After flight testing Z7015 was shipped to the UK. On June 27 1941 it was converted to Sea Hurricane Ib standard.



The Shuttleworth Collection is open to view every day (except the Christmas to New Year week). It's famous for its regular displays when, during the summer season, all of the airworthy aircraft are flown, re-creating flying during the Edwardian period, the First World War, the between-the-wars period, and then World War Two. Also displayed on flying days and evenings are the Collection's vintage cars and motorcycles, complete with suitably attired drivers and passengers!

visit [www.shuttleworth.org](http://www.shuttleworth.org) for info

### Aircraft at Shuttleworth

Bleriot XI  
 Deperdussin Monoplane  
 Bristol Boxkite (replica)  
 Avro Triplane (replica)  
 Blackburn monoplane Type 'D'  
 Sopwith Pup  
 Sopwith Triplane  
 Bristol M.1C (replica)  
 Avro 504K  
 Bristol F.2B Fighter  
 Bristol Scout Type D  
 Sopwith Camel  
 Royal Aircraft Factory SE5a  
 English Electric Wren  
 de Havilland DH53 Humming Bird  
 de Havilland DH51 'Miss Kenya'  
 Hawker Cygnet (replica)  
 ANEC II

de Havilland DH60X Hermes Moth  
 Hawker Tomtit  
 Southern Martlet  
 Desoutter I  
 Comper CLA7 Swift  
 Parnall Elf  
 Avro 621 Tutor  
 de Havilland DH88 Comet  
 DH89a Dragon Rapide  
 CASA 1.131 Jungmann 2000  
 Hawker Hind  
 Westland Lysander IIIA  
 Mignet HM14 Flying Flea  
 Gloster Gladiator  
 Miles Magister  
 de Havilland DH82a Tiger Moth  
 Hawker Sea Hurricane Ib  
 Supermarine Spitfire Vc

de Havilland DHC 1 Chipmunk  
 Percival P-56 Provost T1  
 SG38 Glider  
 Miles Hawk M14A Trainer 3  
 General Motors FM-2 Wildcat  
 Focke Wulf Fw44 Stieglitz  
 Fieseler Fi156A-1 Storch  
 de Havilland DH60 Cirrus Moth  
 Fokker DR1 Triplane (Replica)  
 Westland Wallace  
 Miles Falcon  
 Topsy Trainer  
 Bucker Bu181 Bestmann  
 Ryan PT-22 Recruit  
 de Havilland DH82a Tiger Moth  
 Morane Saulnier MS-505 Criquet  
 Avro 652a Anson Nineteen Srs.2  
 Luscombe 8E Silvaire de Luxe  
 Wassamer Jodel D120



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