



Yes, your last issue of **RT** was very late reaching you. What was supposed to have taken 10 days or so to print and ship to us dragged out to well over a month! We'll put this one down to the storms and flooding that were ravaging southern Ontario. Then our printer had a major equipment breakdown. Finally, as if that weren't enough, there were problems getting out PayPal account payment system to mesh with the new website software, and we couldn't send out any renewal notices until that was fixed! Everything now seems to be working OK, and hopefully we can get back on track. Sorry for all the fuss and inconvenience.

ANY IDEAS?

IPMS Canada's last free decal sheets were a big success, judging by your feedback. So, if we're going to do it again it's time to start thinking about the next subjects. And we want your suggestions.

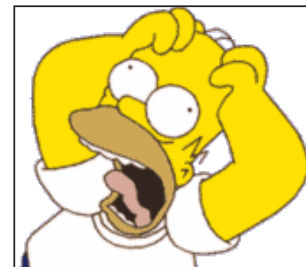
The usual proviso still applies: If there's something you would like, please let us know. **BUT...** don't just tell us you'd like markings for some No. 3 Squadron Siskins. If you want something, provide us with the research and whatever we'll need to produce them. And while not a precondition, we'd like to concentrate on Canadian subjects.

We'd also really like to see more non-aircraft subject matter. That could take the form of AFVs, cars, or whatever. If you don't offer to help, don't bitch when you get them.

Any thoughts?... or better yet, information? Contact us at box626@ipmscanada.com

NOTICE!

A couple members have had problems with their PayPal payment when attempting to renew their membership. We've tracked the problem down, and it turns out that they sent payment to the box626@ipmscanada.com address. While that *is* IPMS Canada's email address, it's not the one registered with PayPal. So if you are renewing your membership, please just go to the website – www.ipmscanada.com – and use the buttons on the JOIN/RENEW page, and everything will work just fine.



Headin' to Chattanooga?

If you're going to the US Nats, this man wants to see you! **RT** editor, Steve Sauvé, will be organizing the judging for the IPMS Canada "**Best Canadian Subject**" award, and would like you to help with the selection. So when you see him – he'll probably be in mufti, wearing an IPMS Canada shirt – say hello and tell him you'd like to help. We need people who are familiar with all types of models... aircraft, armour, cars, etc. If you've never judged before, it will be a good, easy, introduction into how it works. If you'd like to help, contact Steve now at RT@ipmscanada.com, and he'll provide some additional info.





What do you think?

Recent member feedback has brought up the question of a 'decal bank', and whether this would be something IPMS Canada could institute. Perhaps a brief explanation for those unfamiliar with the concept... Members who have extra, leftover decals that they don't think they will be using send them to the 'decal bank'. Members searching for particular mark-

The Canadair CL-41 (CT-114) Tutor below was a participant in the London to Victoria Air Race of 1971. Note that it largely retains its CAF scheme, but carries a civil registration (CF-OUM). And the sharp-eyed among you may have noticed that yes, those are big Sabre ferry tanks under the wings! Unfortunately we haven't seen any photos that show what the markings on the wings looked like. One would

assume that the CF-OUM registration was carried, but just what did it look like. If any readers have additional info on this aircraft, we'd love to hear from you. Just send us an email at box626@ipmscanada.com.



photo: Steve Williams



409 Squadron Night Fighters

New member Ross Ingram is building 1/72 models of a 409 Squadron Boulton Paul Defiant night fighter, and a Bristol Beaufighter night fighter. He would appreciate hearing from anyone who can help with information on these aircraft as used by 409 Sqn., or who can point him to some good references. You can reach Ross at rjinram@hotmail.com

1/144 Scale Dash-8

If you build 1/144 scale aircraft, you may want to check out this new kit from OzMods, a 1/144 Dash-8. As they tell us, "all our Dash 8 - 300 kits feature fantastic waterslide "island" decals by Ronin Graphics, as well as clear plastic/decal canopy options, flight decks with seats, panels, control columns, part locating pins, and lots more". Check out ozmods-kits.com for further info.



FUZ

To help with an upcoming **RT** article I am seeking information about Mr. Gary McCann's black P-51D Mustang, **CF-FUZ**. Specifically, in the accompanying photo, the area behind the pilot's seat, which accommodates a second seat, appears to be completely red in colour so if anyone has any cockpit shots of that area or any other information about the uniqueness of that colour application, please reply to the **RT** editor's address at RT@ipmscanada.com.

In looking at the photo, it appears that maybe even the rear seat was red. However, it's difficult to make out – the same with the sidewalls back there. Thanks in advance for any help you may be able to give me on this.

Frank Cuden, C3476, Albert Lea, MN, USA





Canadian Military Bikers

To coincide with the start of Canadian motorcycling season we present some great Archives photos of Canadian military bikers. If any member knows what type of machines these are, and whether any are available in model form, we'd love to hear from you.

At the controls of his ancient motorcycle named "The Thing" is LAC Jack Brenton. The machine is a 1922 Matchless, and was purchased by Jack for ten pounds, including three spare tires and a spare engine. It supplies transportation around Odiham and vicinity where his squadron, 421 (Red Indian) Squadron is stationed. In the technicolour sidecar is Sgt. W.C. Reitzel.

— PL-53012





A dispatch rider makes his way through the countryside on an unidentified motorcycle (info, anyone?)

left: PL-28637
below: PL-28639





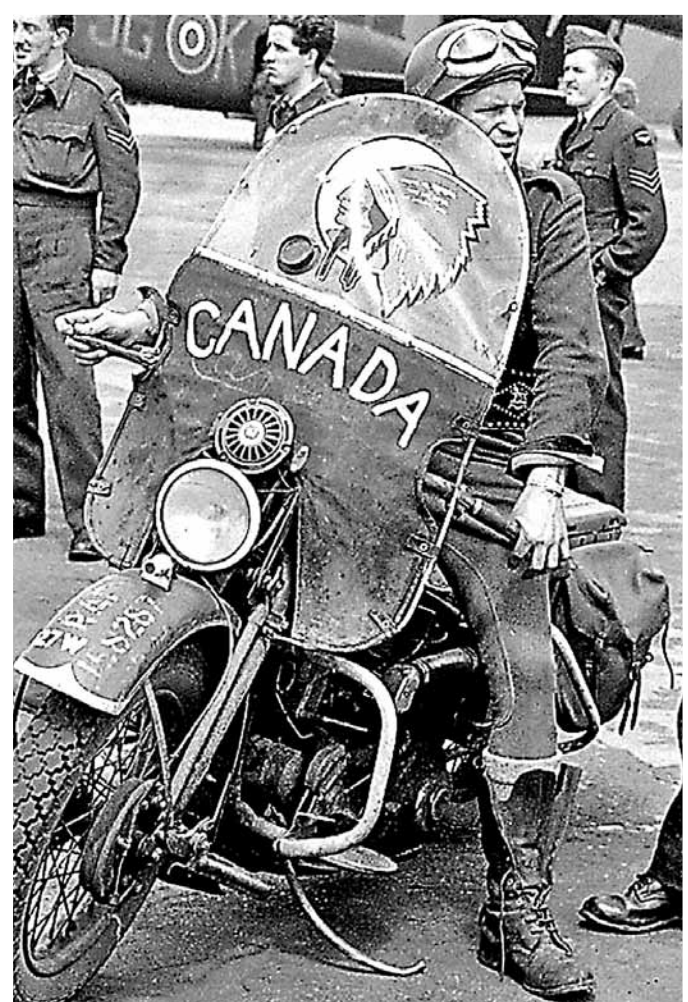
A captured German helmet over the muzzle of his cannon and a German motorbike obtained on a visit to the front line are now the property of Flight Officer H.W. "Bud" Bowker, Granby, Que. He's seen here working on the guns of the Spitfire he flies with the RCAF in France. — PL-30259



Maintenance airmen at an RCAF Spitfire wing in France look up as the "Buzzooter" passes. The inventor, builder and owner LAC L.A. "Buzz" Busselle is astride this handy little vehicle on which he whizzes about camp on his various duties as a fitter. The machine is constructed of odd parts some from German planes found on a salvage dump nearby. — PL32108



Dispatch rider LAC RP Carr of Weyburn, Sask., led a 20 truck convoy to Hamburg and will follow to England by road within a few days. He says goodbye to another M.T. driver going by airlift, LAC E. Morley, Vancouver. Morley served with the Red Indian Spit squadron, whose insignia is seen on his motorbike — PL-45296

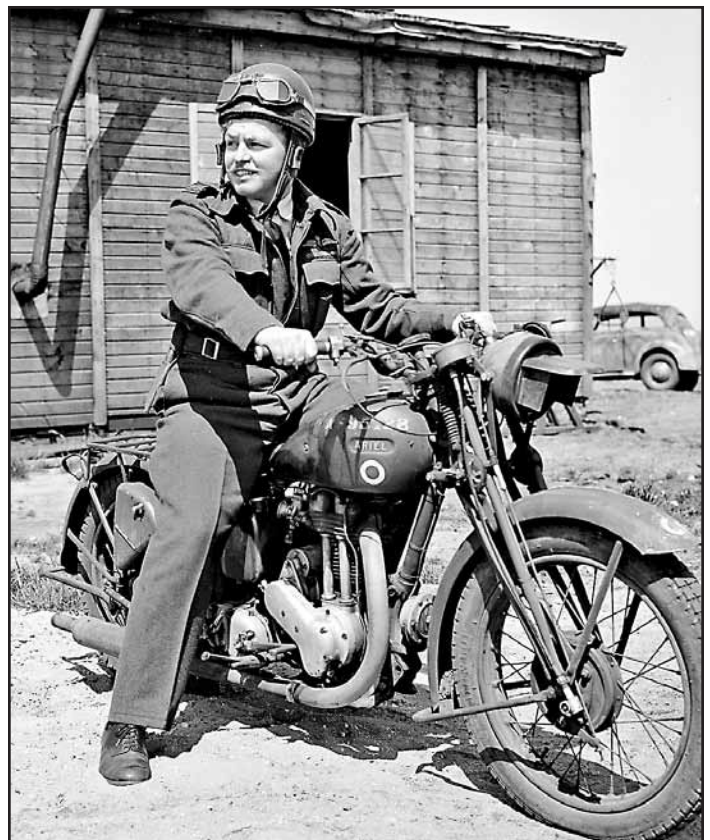


And an enlarged section of the above image. You can see the Red Indian crest on the windshield. Dig those pants and studded motorcycle kidney belt, daddy-o! Some of these bikers seem to have played fast and loose with the uniform regs.



Lloyd "Rocky" Pichors guides an RCAF convoy on the move, somewhere in Belgium. The fly-boys have their nose art, and the bikers have their 'colours'!

— PL-33346



A rider in more conservative attire sits astride his Ariel motorcycle — PL-44237

REVIEW

IN-BOX REVIEWS OF KITS FOR BUILDING
CANADIAN SUBJECTS

Kim Elliott takes a look at the **Azur Fleet Finch**

The Fleet Finch was designed by Consolidated Aircraft of Buffalo and sold through Fleet Aircraft Canada. The RCAF called it's predecessor, the Model 7, the Fawn, and 51 of those were bought by the RCAF during the 1930s. A much strengthened and modified version, the Model 16 – the Finch, was purchased in 1939, and built in Fort Erie, Ontario. Designated the Fleet Finch Mk. I and powered by a Kinner R5-2, 160 hp engine, 27 of this model were delivered to the RCAF Central Flying School at Trenton, Ontario. Starting in 1940, over 400 Fleet Model 16B Finch Mk. II (powered by a Kinner B-5R, 130 hp engine) would be delivered to BCATP Elementary Flying Schools across Canada.

The Finch was developed to meet an RCAF requirement for a fully aerobatic primary trainer. It was well liked by the RCAF as it was a rugged aircraft, was relatively easy to fly, and withstood the abuse of novice pilots. The aircraft had conventional construction for the period with a welded steel-tube fuselage and composite metal, wood and fabric design features. It was capable of wheel, ski and float operations. The Finch first entered RCAF service with tandem open cockpits, but the severity of the Canadian winter necessitated the introduction of a sliding canopy at an early stage in the trainer's service career.

They were used as initial trainers in the BCATP at 12 Elementary Flight Training Schools across Canada. Some Fleet Finches remained in service with the RCAF until 1947, but most were retired by October 1944.

The Kit

Azur Fr.Rom's Fleet Finch is comprised of forty plastic parts, resin, and a vacuum formed canopy. The plastic parts have delicate stretched fabric textures and recessed

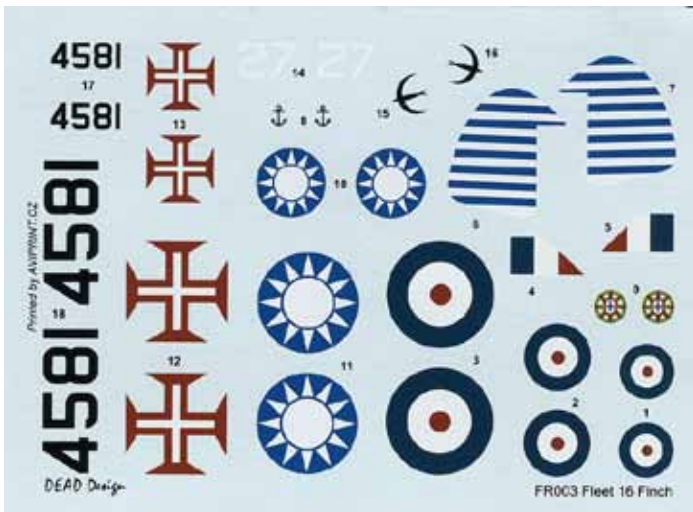


detail. The resin parts are well cast. Some internal structural detail is crisply moulded on the inside of the fuselage halves. The engine is made up of a resin crankcase and five resin cylinders, a resin exhaust and an injection moulded nose and airscrew.

The lower wing is moulded as a single, solid part with all of the control surfaces moulded in place. This simplified design is carried through to the horizontal tail, where the elevators are also moulded in place. The vertical tail however, has the rudder as a separate part and can therefore be affixed in a range of positions. The interplane struts are moulded as single 'N' shaped parts, which should make aligning the upper wing a little easier. The fixed strut undercarriage is nicely detailed, although care will need to be taken to ensure everything lines up squarely.

A choice of canopies is provided, allowing you to finish your model as either a Royal Canadian Air Force machine (closed canopy... only one of these is provided), a Portuguese Naval Aviation aircraft, or a Chinese Central Government Aviation aircraft (open canopies).





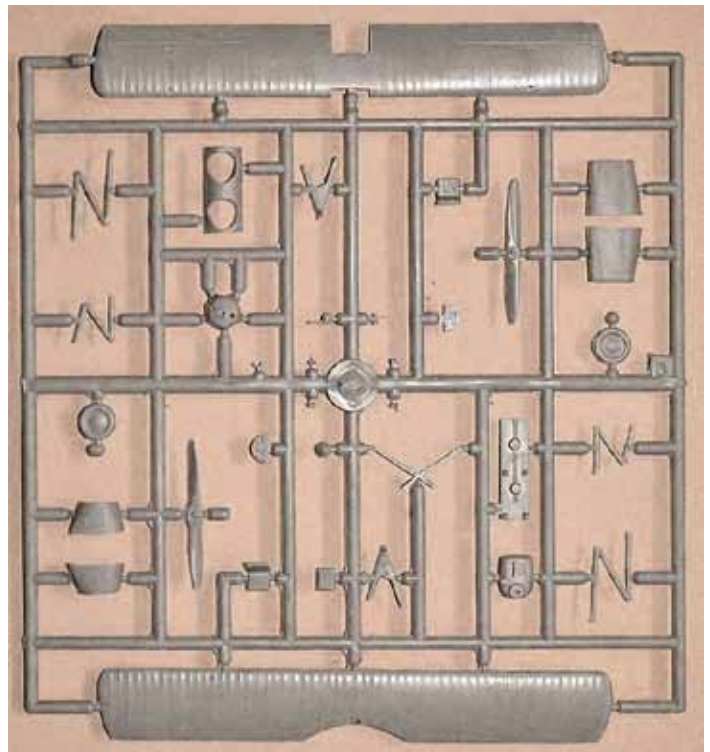
The decals are glossy with good registration. Markings for three different aircraft are supplied:

- Fleet 16B Finch II, RCAF, flown by LAC D.E.Hornell (later to receive the Victoria Cross) in late 1941. This is the aircraft depicted on the box top
- Fleet 16D, Portuguese Naval Aviation, May 1941. This aircraft is finished in overall light blue-grey, with a red and green tail
- Consolidated Fleet trainer (a Fleet 11 with Kinner R-5 engine), Chinese Central Government Aviation, 1939. This aircraft has a blue fuselage with yellow wings.

Previous 1/72 models of the Fleet model 16 Finch have been issued by CanVac, as a vacform, and Planet, in resin. Additional RCAF decals for the Finch can be purchased from CanMilAir.

References:

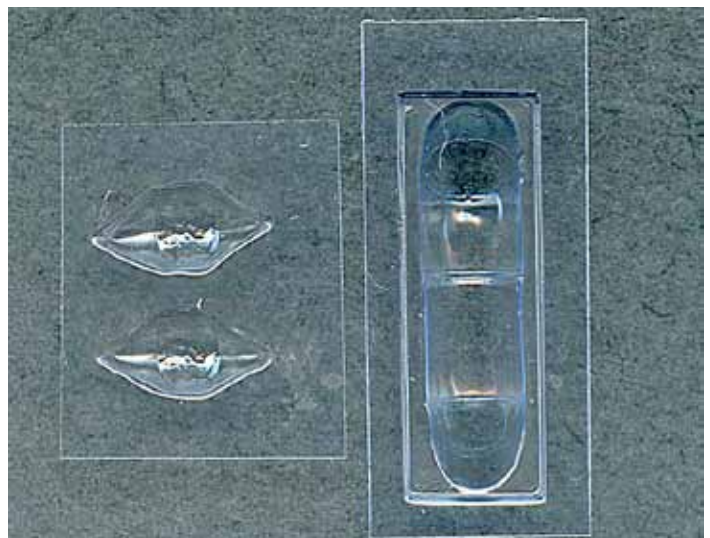
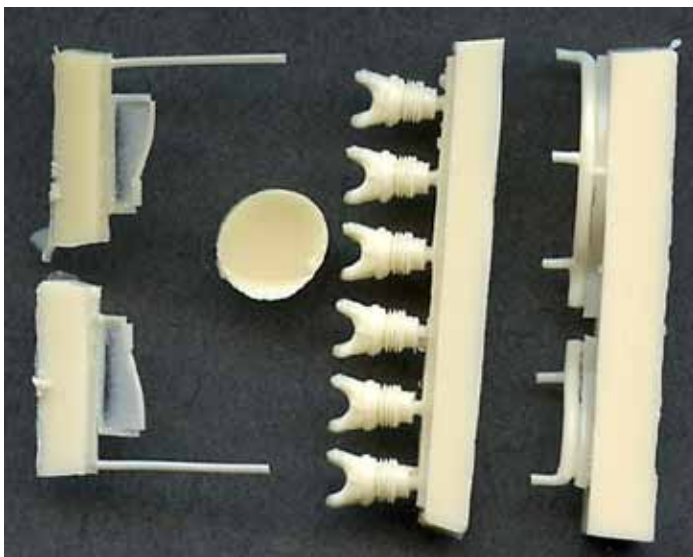
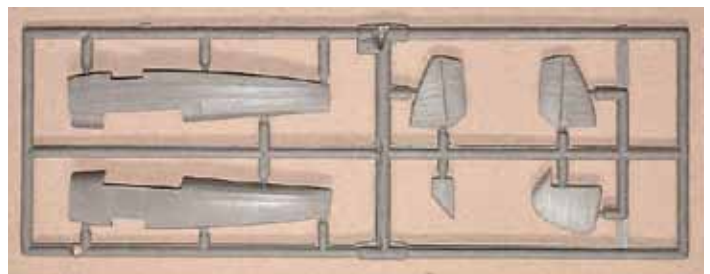
- https://en.wikipedia.org/wiki/Fleet_Finch
- <https://www.wingsmagazine.com/the-fleet-finch-2294/>



<https://www.warplane.com/aircraft/collection/details.aspx?aircraftId=19>

<http://www.vintagewings.ca/Aircraft/tabid/66/article-Type/ArticleView/articleId/20/The-SL-Hart-Finley-Fleet-Finch-II--Model-16.aspx>

<http://www.canmilair.com/proddetail.php?prod=595>
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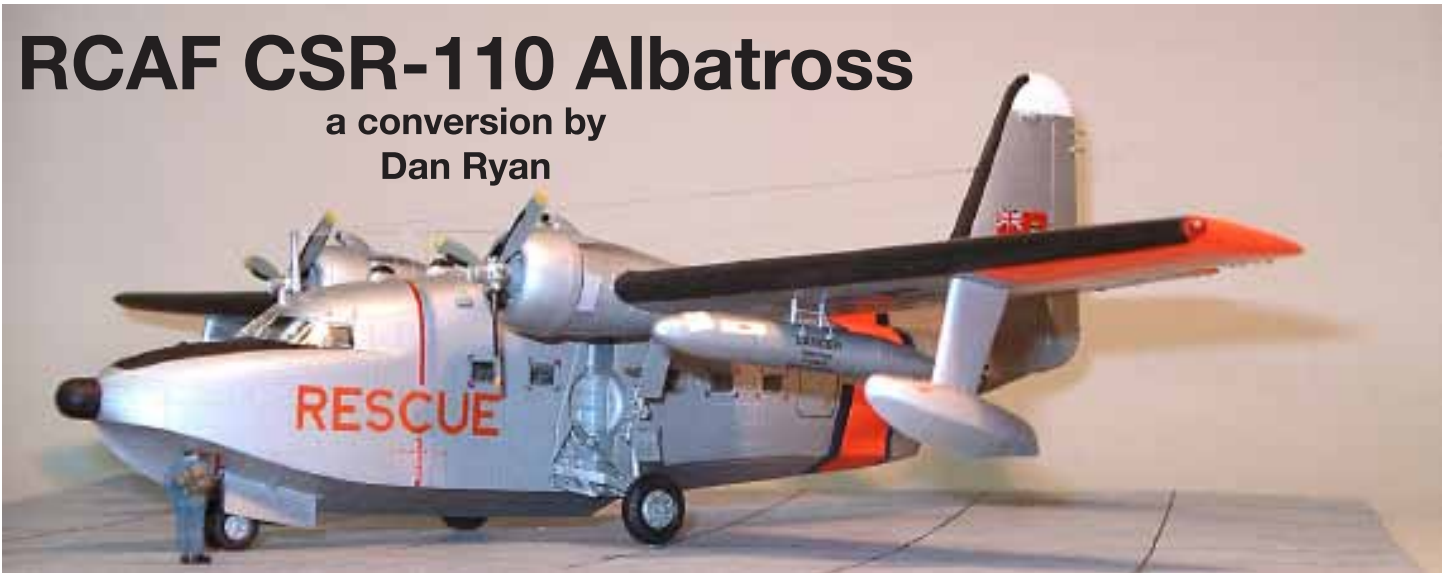


Finches at BCATP airfields 'somewhere in Canada'. The photo below has been colourized. Note the lack of fin flashes on all the aircraft.



RCAF CSR-110 Albatross

a conversion by
Dan Ryan



When I was a pilot in the RCAF, many years ago, while with 121KU (Search and rescue/communications) flight, I saw the first Grumman Albatross (9305) delivered to Sea Island, B.C., and had the pleasure of flying it as a co-pilot for 10 hours and 20 minutes in 1960.

Here are some details of the model. This is the old Monogram kit with modifications/additions and alterations as follows:

1. Engine air intakes are carved from styrene.
2. Engine cowlings depth was extended by approximately 1/8 inch.
3. Engine cowlings diameters were increased.
4. Engine fronts were detailed to resemble the R-1820-82 engines.
5. Engine exhaust channels were narrowed.
6. Engine exhausts changed from 5 small stacks to



one large exhaust port.

7. Cowl gill flaps added in open position.
8. Main undercarriage extensively rebuilt using coat hanger wire.



9. Main undercarriage extension/retraction hydraulic cylinders added.
10. Lower undercarriage door actuator links added.
11. Main wheel wells detailed with exposed hydraulic lines.
12. All wheels widened.
13. Full cockpit details added includ-



ing the instrument panel, overhead panel with controls including throttles, mixture and pitch levers.

14. Internal bulkhead installed behind cockpit.

15. Anti-collision light and support added to fin.

16. 450 Gallon fuel tanks made from a combination of styrene tubing and vacuum-formed parts.

17. Hard points on wings for fuel tanks modified and anti-sway braces added.

18. Second ADF housing added to top of fuselage.

19. Loop antenna on fin replaced.

20. Windshield wipers added.

21. Bubble windows added for improved downward visibility while searching.

22. Static dispensers added to all control surfaces.

Some more detailed info on the modifications:

Essentially, the SA16 was redesigned to take the same engines that were used on the Tracker. I therefore used a Tracker kit to determine how to make modifications. I added 1/8th inch to the rear of the nacelle. I then rolled a piece of 1/32nd sheet around it so that it terminated at the point on the front where

the cowling curves in to the opening. The sheet covered the joint with the additional plastic at the rear. I then used body putty to fill in the transition from the "wrap around sheet" to the opening at the front.

All the references on the enlargements to the nacelle showed that in order to accommodate the additional engine parts at the rear of the engine, the nacelle was smoothly enlarged on this section so that it was still reasonably aerodynamically clean.

The use of coat hanger wire to rebuild the undercarriage was done so that the struts would not be prone to breaking. I drill holes in the bottom of the tires and fix them with cyanoacrylic glue to wires which I then glue into holes in a plinth which represents a tarmac sur-



face. That way, I don't have to weight the nose on tri-cycle gear aircraft, it gives guests something to pick the model up with (without touching the model), and lastly, it serves to keep the stored model fixed in the bottom of it's packing box.

The 450 gallon fuel tanks were a bit of a problem as they seem to be of a shape which is unique to the Canadian version. I used some styrene tubing of the



correct diameter and carved the front and rear sections.

For search and rescue work, bubble windows were added for observers, so they were vacu-formed and added to the model.

References include:

- 1) Photo from magazine "Canadian Skies" taken by F.J. Klaiss
- 2) "Return of the Albatri! by L. Buettner & R. Migliardi in RT. Not sure what date, but Ian Sibbald was still Uncle Freddie!
- 3) "Replica In Scale" magazine Volume 1 No.3, Spring 1973.
- 4) Conversion article by Scott Helmsley, photos by Andy Irving. After looking at other references, I don't think that the way he added the enlarged nacelles is accurate.
- 5) "Scale Aircraft Modeling" Volume 1 number 9 June 1979
- 6) "Scale Modeler" April 1992, April 1988, January 1973.
- 7) All four of Patrick Martin's books on Canadian markings, not only for decal placement, but for the many photos too!
- 8) 442 Squadron History by Capt Grant MacDonald & Capt Terry Strocel 1987.
- 9) A google search will come up with

- many sources, but I found these were useful:
- hedgehoghollow.com/ipms/walkarounds/albtross.html
 - www.72scale.com/aircraft/Grumman/G-111.htm
 - www.hu-16.com/
 - www.angelfire.com/space/grumman/aircraft/albatross.html
 - hedgehoghollow.com/buzz/img/S72_Albert_310_SH_a.html
 - www.seawings.co.uk





The following first appeared in the Feb. 1975 issue of RT. The artwork has been re-done, but it's otherwise essentially as it was first presented.

1975 editor's note: When I first received this material, I couldn't really make out what Edouard was trying to do. In fact, it was actually a few days and several readings before I realized that Edouard had indeed devised a very good method of painting accurate checkerboard patterns on irregular surfaces. It may not be easy to understand the procedure at first, but study it carefully, and you will see how it's done.

Let's say that our checkerboard is black and white and that we wish to apply it to a cowling... perhaps a P-47. First paint the entire cowling white. When the paint is thoroughly dry, draw a light pencil line longitudinally along the top, and divide it according to the particular size checkers you are going to use. Often these will be smaller towards the front of the cowling. (See Fig. 1)

Place the rear of the cowling on a flat surface, hold a sharp pencil against it at the appropriate heights, rotate the cowling, and you will be able to draw parallel lines around the cowling. (See Fig. 2)

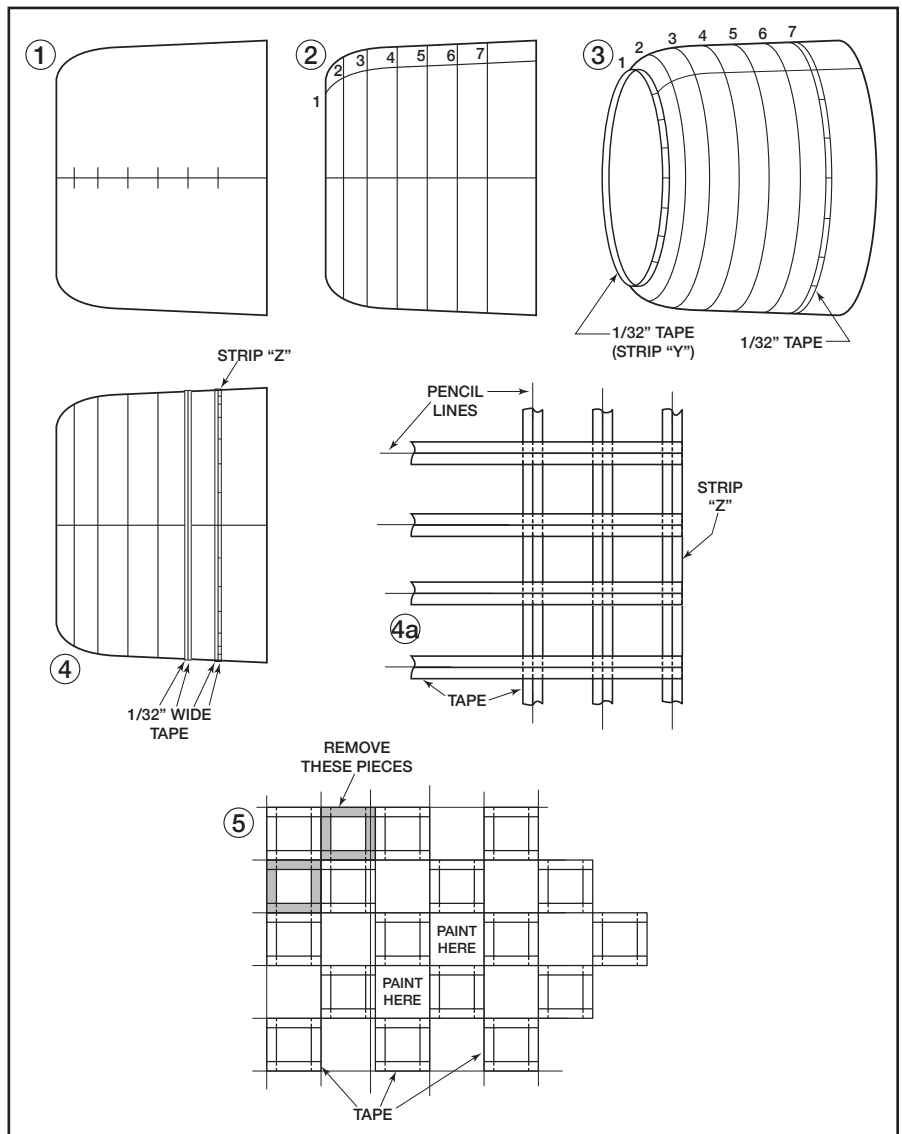
With a sharp knife and straightedge, cut strips of masking tape about 1/32" wide, and trim them to the exact lengths for the front of the cowling opening (strip "Y"), and the last station (strip "Z" - see Fig. 3)

After trimming to length remove these two strips from the cowling, and lay

them onto a clean, flat surface such as a sheet of glass. Divide each strip into the number or squares which there are around the cowling, using sharp pencil marks. Return the two strips to their original locations on the cowling. Now lay strips of tape along each side of the pencil lines that you drew earlier. (See Fig. 4 & its enlarged view 4a)

Now it's a relatively simple matter to take a very sharp blade and cut the strips at their intersections. The four resulting tape pieces in alternate squares are then removed, giving you a square within which to apply black paint. Figure 5 shows how this looks after the strips are cut and the proper pieces removed. If using a brush you can carefully paint within the squares. If spraying, you can fill in the 'do-not-paint' white areas with small squares of tape, or a liquid masking product before spraying the black.

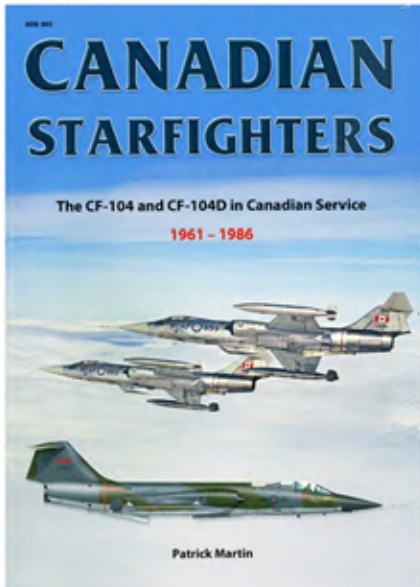
While perhaps a bit tedious, this method does give good results, and enables you to produce an accurate checkered finish.



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The Comox Air Force Museum, Bldg. 11, 19 Wing Comox, Lazo, BC – www.comoxairforcemuseum.ca



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



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



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



British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – www.bcam.net



Canadian Warplane Heritage Museum, 9280 Airport Rd. Mt. Hope, ON – www.warplane.com



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