



As you've read here before, we have been trying to scan all the back issues of **RT** to create digital files. Well, it looks like we can now see the light at the end of the tunnel, and anticipate finishing the scanning in a couple of months. After that we'll have to do a quality check and organize all the files and voila!... a complete archive of **RT** from 1964 up to the present day. So... what will we do with this archive?

Until recently IPMS Canada was storing an ever-growing stock of back issues that we had available, and offering them for sale to the members. Well, the number of back issues got out of hand, to the extent that the A&E TV show "*Hoarders*" wanted to visit the editor's home to film an episode! This led to the decision that we would only print a handful of extra copies of each **RT** issue. This would allow for damaged copies, or someone's issue going astray in the post. There would be none available for sale.

Eventually someone – if we could only catch the bugger – had the idea to scan all back issues and offer the complete archive on CD. If you want them all, you get them all; if you want one issue, you get them all. No muss, no fuss. The CDs can be burned as needed. Easy to mail, too, unlike back issue orders with their differing weights and postages.

A few words about the scanned RTs

When the back issue archive becomes available and you finally see it, there are a few things you should bear in mind. First, remember that this has been (except for the more recent volumes that have been created using digital means) scanned from actual old printed copies of **RT**. Anything pre-1970 was run off

using a mimeograph duplicator in the basement of a local hobby shop! From 1970 until the computerized page-layout era, it was assembled using paste, tape, and chewing gum from bits and pieces of typed or typeset paper and hand-drawn illustrations.

Some **RTs** were not of the best quality – and that's how they looked when they were printed – and no amount of scanning or tweaking is going to make them better than the original. If the photos in the original **RT** were a bit dark, then they will be a bit dark in the scanned version. Also, it can be difficult to compromise between making the text and line art look its best, and optimizing for photos. Overall, though, the archive has turned out great. It's a useful and valuable historic and modelling resource. By next issue we should have information on how to get your very own copy.



RT editor Steve Sauve holds a neighbourhood back issue disposal celebration.



How to Start a Local Chapter

It's easy!... kind of



Do you live in an area without a local modelling club? Getting an IPMS Canada local chapter started is a fairly simple process. However, promoting it and having it flourish will take time, patience and dedication. Not all clubs are successful. Some fall by the wayside due to waning interest, poor organization or personality conflicts. Others thrive, providing their members with camaraderie, friendly competition and modelling information that might not be readily available otherwise. If you think starting one might be fun, here are a few things to consider.



Getting Started

The first thing is to see if there is enough interest in your area to start a club. IPMS Canada can pass on your invitation to the national members in your general area. These modellers will probably welcome the formation of a chapter, and this is the best place to start organizing. Contact them, broach the subject, and see what they think.

Next you will need publicity – spread the word that you are starting a modelling club. Find a local hobby shop or other business that sells kits and modelling supplies. They should be willing to display posters and some completed models to promote the group. These will be your best sources of continuing public-

ity. Any shop owner will realize that the more interest there is in the hobby, the more business there will be for them.

You'll also need a meeting place, preferably free of charge. A decent size, centrally located venue, accessible on whichever day you meet, and with ample parking is what you want. Your local Parks and Recreation Departments may provide you with some suggestions. Facilities such as Legion halls, service organization halls, museums,

churches, schools, libraries and armouries are all good meeting places. Some, like Legion Halls or Libraries, may let you use their facilities in exchange for an ongoing display of models. Meeting in members' homes is not recommended. There is usually insufficient space and parking, and it can inconvenience other family members. Some potential attendees may also be hesitant to visit the homes of those they don't know well.

Meeting Frequency

Most clubs seem to meet on a monthly basis. Pick a regular day of the month. Publish or post the dates so that members can plan in advance to attend.

What to Do at the Meeting

Most chapters seem to have four-phases to their meetings, though not necessarily by design – arrival; business; entertainment; and the wrap-up.

Arrival

This is an important time, as it lets members greet and socialize. Potential new members can see what the group is all about, and get to know others. If there's a competition or a display, people can enter their models. It's a social period, and is important to get members into the "modelling" frame of mind.



Business

This should be kept to the minimum, consistent with what actually has to be discussed... future activities, changes in club policy, report on IPMS Canada national activity, and so on. Let the Executive deal with the routine matters outside meeting time, with the general membership getting involved in matters of overall importance or complexity.

Entertainment

This is the most flexible phase, and often the key reason for the meeting. It can take many forms, as discussed below.

Closure

This phase allows for a bit more socializing among members, and lets the meeting end on a leisurely note. Some clubs have post-meeting gatherings at a pub or restaurant for additional socializing.

Entertainment Suggestions

There are any number of appropriate entertainment topics and activities, limited only by the imagination of the membership. Here are a few topics for your consideration:

Contests

Some chapters hold small contests at every meeting, while others just hold one or two larger events during the year. How your club views contests is up to its members. Categories and rules are left up to the club, though be sure that they're clearly defined, or you'll probably waste lots of time arguing.

Judging is almost always a contentious issue. The appointment of "local experts" will possibly call their judgement or impartiality into question. An open vote, where all members cast a ballot, is used by most clubs in these small, informal contests, and is probably as fair as any. The use of knowledgeable judges is probably better suited for larger more 'official' events.



Visual Presentations

Showing images of ships, aircraft, vehicles and many other modelling subjects collected by members used to be a simple matter, when a slide projector and screen were all that were needed. In this digital age it may not be possible to provide visuals that all the attendees can easily see. Perhaps your meeting facility will have some necessary equipment. The key point is that an interesting and informative commentary is vital, especially for those unfamiliar with the subject.

Modelling Presentations



These are a great idea, and can cover a wide range of topics... decals, airbrushing, detailing, sprue stretching, filling seams, resin casting, hints and tips, vacu-forming canopies and a host of others. It's one thing to tell someone about a new idea, and quite another to show how it's actually done.

Guest Speakers

There are many out there who have had first-hand experience with subjects we model. The local Legion, Air Force, and Naval Associations will know of veterans who may be willing to talk to the group. For example, how about a contest night dealing with Canadian armour, that features a former tank commander who can talk about the vehicle and his experience with it. They may enjoy seeing a display of "their" equipment on the table.

Keeping Your Chapter Healthy

At your preliminary meeting, you should establish the basic rules for membership and for running the chapter. Will there be a membership fee? How will executive members be chosen? The most important thing here is simplicity. Although it is suggested that executive responsibilities be clearly defined and the workload shared fairly, large executives usually lead to large amounts of meeting time being devoted to “business” rather than to “modelling”. We recommend the time-honoured “President, Vice-President, Secretary, Treasurer” organization. In fact, some of these might even be combined.

Once you have found a meeting place, **all** modellers should be welcomed to your meetings. This is especially true of junior modellers. These young people are the future of our hobby, and they should be encouraged at every opportunity. Equally, all forms of plastic modelling should be encouraged. Variety is the spice of life, and this certainly applies to this hobby. Also, at each meeting it’s a good idea to have new attendees stand and introduce themselves to the group, tell a bit about themselves, and what kind of modelling they’re interested in.

Regular contact with the National Executive is a charter requirement. Some chapters have a special “Chapter Liaison” person who communicates with



the IPMS Canada national organization, while in others the chapter president deals with it. Either works well, as long as information is passed both ways, and is also passed on to the local chapter members for their information.

Once established, your chapter will become a social group as well as a hobby club. Plastic modelling does not have to be a solitary hobby. Quite apart from interacting with other members to improve modelling skills, activities such as model displays, open houses, club barbecues and sporting events can also be key features of your chapter.

If you think you’d like to get a local IPMS Canada chapter going in your area, just contact Kerry Traynor, Chapter Liaison Member for IPMS Canada at CML@ipmscanada.com for more information.



...on This & That

(some comments have been edited for length, etc)

“Saw the article in *beaveRTales*, and I like the decal bank idea, as I have a lot of decals (not necessarily full sheets). I keep them in zip-loc bags with little notes stating the model, and size. If you get it up and running it would be great for other members or clubs. As for the decal costs (leave it up to you) fees could be charged to augment the postage, etc.”

Chris Fralic

HELP WANTED

Fred Brown would like to know if anyone has any old AFV rubber tank tracks (all sizes), that he can use for putting tracks in mud and sand when building diorama bases. If you can help, contact Fred at derfbrown49@gmail.com



Sharp-eyed readers may have noticed that there hasn’t been a “**Spotlight on the Chapter**” article in the last couple issues. You’re right. Two issues ago we had space allocated for a chapter, and though a write-up and photos had been promised, they never materialized. Last month we emailed the president of another chapter asking if they would like to be the spotlight chapter... and no reply.

Readers who belong to local chapters... is this column something you like? Would you and your fellow local chapter members like seeing an article on themselves and the club in *beaveRTales*? Or are we wasting our time. If your chapter has not yet been spotlighted and you would like it to be, just email us at box626@ipmscanada.com. We’d love to have you!

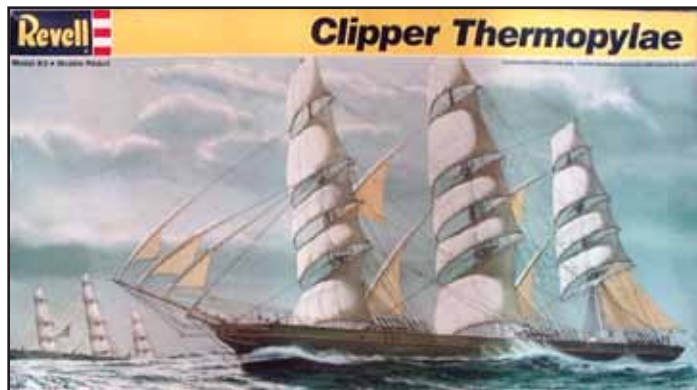
CANADIAN THERMOPYLAE

by Paul Cardwell, Jr.

Following on the article in a previous *beaverRTales* on creating realistic planked wooden ship decks, we present one on how to model the *Thermopylae* in her Canadian service. This first appeared in the August 1975 issue of *RT*.

Most people are unaware that the famous tea clipper *Thermopylae*, was once under Canadian registry. From 1891 until she was sold to Portugal in 1895, Victoria was her home port. Because sailing ships were becoming caught in a cost squeeze, 1892 saw the ship's rig changed to that of a barque (fore and aft sails on the mizzen rather than square sails). The barque could point closer to the wind and required fewer crew, making it cheaper to operate, but strangely enough, the change had almost negligible effect on its speed. Once the barque-rigged *Thermopylae* kept even with the *Empress of India* for three days. The *Empress* could do 16 knots and it is reasonable to expect that if threatened by a sail, the CP's crack trans-Pacific steamer would keep full speed as long as the threat remained.

The *Thermopylae* was used, while under Canadian registry, to carry at first coal, and later lumber to the orient, and to bring back rice (this was the period



Above and below are two of the many boxings that the Revell *Thermopylae* has appeared in.

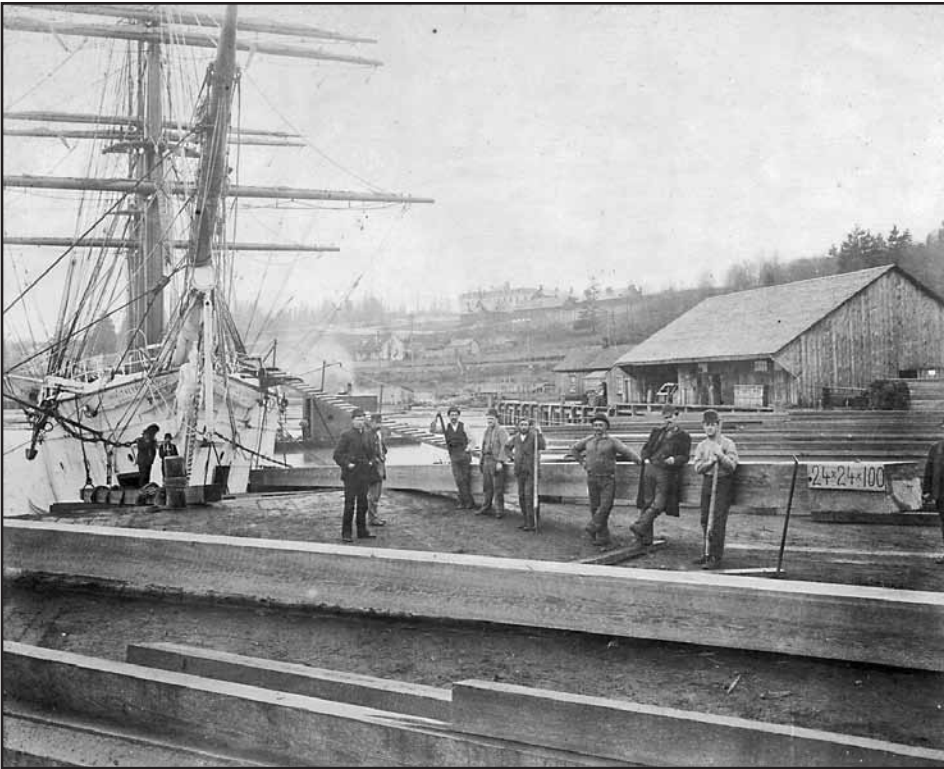


of Chinese immigration). She was eventually sold to the Portuguese government as a training ship, but after only one voyage as the *Pedro Nunes*, she was deemed too old, and was used as a coal hulk. In 1907 the hulk was sunk with full naval honours in a torpedo demonstration.

Those wanting a little Canadian content in their model ship collection might be interested in converting the Revell kit to the Canadian *Thermopylae*. First off,



Thermopylae in drydock at Esquimaux



Thermopylae loading lumber.

the kit has the *Cutty Sark* hull, which is a bit sharper in the bilge and more slab-sided in comparison to the *Thermopylae*. However, short of scratch-building a correct hull, little can be done about it.

Assemble the hull with the rudder in place and add the main deck. Sand down the plating below the waterline and the “seams” and “grain” above. Like the armour rivets on 1/72 aircraft, they are too pronounced. Remove the upper of the two wales (horizontal bulges around the hull near the rail) as it is incorrect. Scribe lightly, or open a half-inch (12.5mm) square timber loading port on both sides, centred below the forward porthole. This feature appeared only after 1893. Paint the hull white and the plates copper. There is no boot topping (narrow stripe at the waterline).

Follow the plans for the superstructure as they are correct up to the masts, except for the chains on the rudder. This is a kit error probably caused by a photo of the *Cutty Sark* in its jury rudder from the famous 1872 race with the *Thermopylae*, as I can find no photo of preventer chains being used on either craft. Stretched sprue, rather than thread, should be used for all railings.

The fore and main masts are basically correct for the ship, but need some changes for the barque. Take one inch (25.4mm) from the bottom of the topgallant masts (the topmost of the three mast sections) be-

fore assembling. The derrick (or is it supposed to be a spencer gaff? ...which neither the *Thermopylae* nor *Cutty Sark* carried) on the lowest section of the main mast should be omitted and the gooseneck fitting on the mast removed.

The mizzen top mast requires scratch-building from sprue. Scrape with a knife and sand the sprue round, and taper it so that it is 1/5” (5mm) diameter at the base, and 1/10” (2.5mm) at the top, and nine inches (228.6mm) long. The whole piece should be tapered evenly along its length.

The mizzen mast platform in the kit should be modified so that the platform itself is removed, leaving only the crosstrees (framework below the platform). The long top

mast fits onto the lower mast as in the instructions. The top mast shrouds will attach to the ends of the crosstrees.

The yards fit on the fore and main masts as indicated in the instructions. However, the jack stay (the thread connecting the little bumps on top of the yards) should be stretched sprue rather than thread. The 1/16” (1.5mm) thick rod on the after side of the lower mizzen mast is the jack stay for the spanker (fore-and-aft sail) and should be replaced by a sprue jack stay similar to that on the yards.

The foot ropes (hanging below the yards) should be slack enough to hang a half inch (12.5mm) below the yards. Stirrups (the vertical lines which keep the foot ropes from slacking too far) attach to the jack stay at the top and hang down the aft side of the yards.

The standing rigging (plastic injection) is wrong. The topgallant shrouds (the top “ladders”) should reach to the royal (topmost) yards. The mizzen top mast has only two shrouds in its new configuration and reaches the brace blocks two-thirds up the top masts. If you use the moulded deadeyes (rather than scrapping them and lashing individual ones properly) sand the backs down before joining, as they are double the proper thickness.

For the plastic shrouds, substitute a black (or better, very dark brown) carpet thread, waxed with beeswax to prevent humidity sags. Paint the moulded lanyards between the deadeyes the same colour

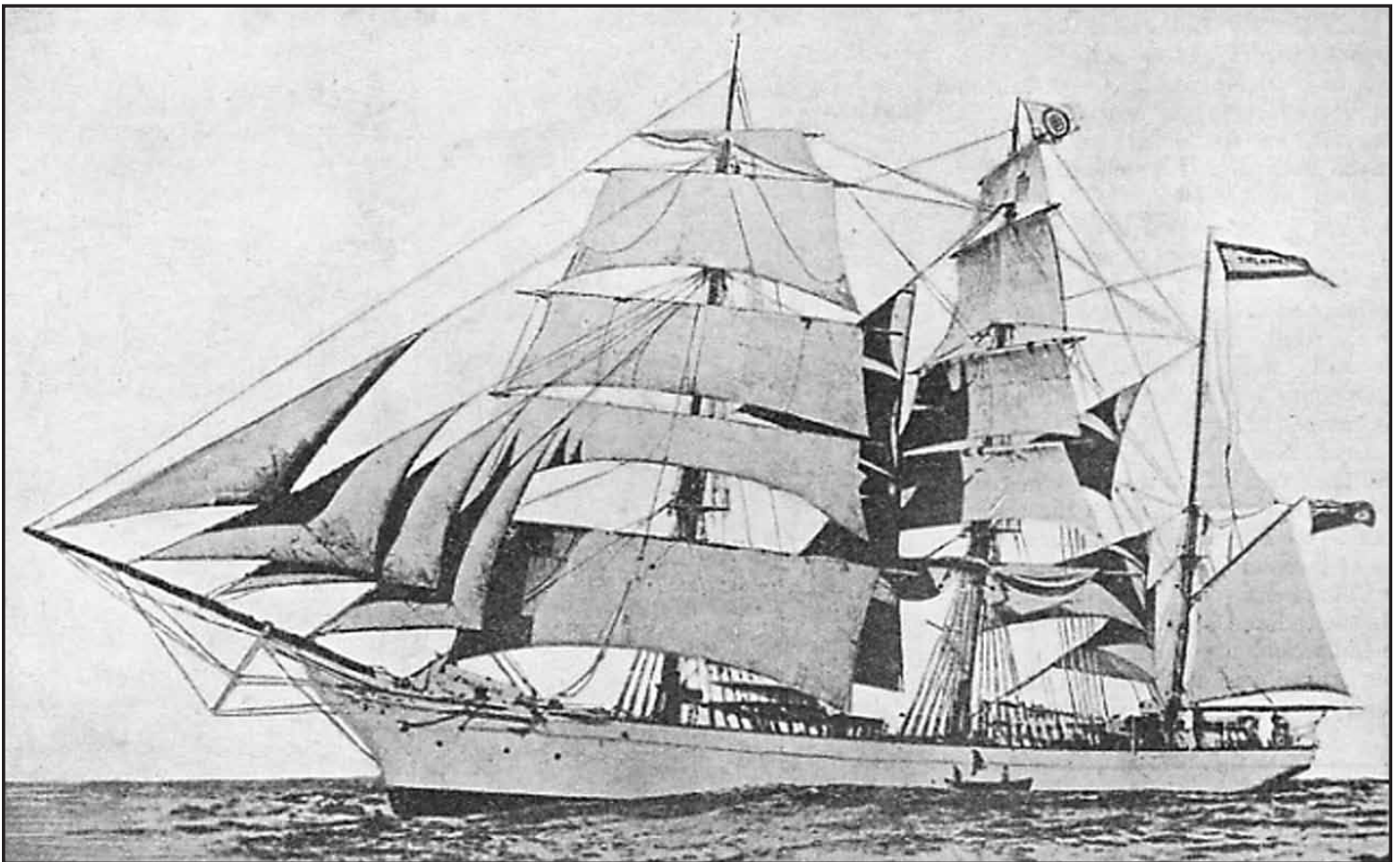
in a matt finish. Use #20 thread for the ratlines (the “rungs” of the “ladder”) tying them on with two half hitches at the outside shrouds and a clove hitch around the inside ones. Be careful not to slack the ratlines too much or make them so tight that they pull the shrouds together. Also, keep the same spacing (a bit under 3/16” [4.75mm) between the ratlines ... something the kit doesn’t do.

The running rigging should be #60 thread, ecru (unbleached linen) in colour. Note the changes from the ship rig in both the main braces (lines that adjust the angle to the wind of the yards... and thus the sails) of the main mast, and in the mizzen staysails (the triangular sails between the main and mizzen masts). Both the royal and topgallant braces now run through blocks near the top third of the mizzen topmast, while the remaining three yards’ braces still go through the blocks on the bumpkin (the little outrigger on the side of the hull). The mizzen stays are all rearranged too. As a result, the kit sails cannot be used (they look too “plastic” anyway), so the best arrangement is either to show it in bare poles (no sails) or with the sails furled.

Furled sails can be simulated with facial tissue stuck in place to itself by dampening. Remember that the

sail attaches to the jack stay at the top of the yards. Set sails can also be made from tissue, sprayed with flat white enamel and blown gently into shape until dried. However, they are quite delicate and had best be displayed under glass.

The side view photo (below) has been retouched and re-retouched over the years; the original lost and only copies of copies remain. The “*Thermopylae*” pennant is probably pure fake as these were seldom used and never at sea. The house flag (atop the main mast) is questionable – if the Mount Royal Milling and Manufacturing Co. Ltd. of Montreal (the owners) had a house flag, no record of its pattern or colours has been found. The photo was taken by Robert Reford, the *Thermopylae*’s owner, at the mouth of the Columbia river. Note the way the sails are set (fore drawing, main back winded) as she lies still in the water to pick up a pilot for Astoria, Oregon, Continued retouching has made the hull look dark below the waterline, but the Esquimault dry dock photo definitely shows a bare metal sheathing (pale green wash to simulate oxidation over the copper). The name on the trail boards at the bow and transom are apparently in black (certainly not the gilt it carried when a green-hulled ship). Masts, yards, and jib boom were all brown.





REVIEW

In-box reviews of kits for building Canadian subjects

Kim Elliott takes a look at the
Pavla DH.82C Tiger Moth

The DH-82 Tiger Moth was the final development of de Havilland's successful line of light bi-planes which began with the DH Gypsy Moth in 1925. The



original D.H.82 had the Gipsy III engine; when the 145 hp Gipsy Major I was fitted the type became the D.H.82A. It was designed in 1931 as a primary trainer for the RAF, becoming the foremost training airplane flown by Commonwealth pilots. It was one of several training aircraft that contributed to the British Commonwealth Air Training Plan, thousands of WWII pilots receiving their ab initio flying instruction in this aircraft in the BCATP. From 1937 to 1948, the RCAF employed more than 1,500 of these aircraft.

In early 1937, de Havilland Aircraft of Canada Ltd. won an order from the RCAF for 25 D.H.82A(Can) Tiger

Moth trainers. These Tiger Moths would be manufactured at Downsview. By 1942, 1548 Canadian Tiger Moths were built by DHC. Although a British design, the Tiger Moth was redesigned and adapted to local conditions, becoming the DH.82C. The most apparent change was a cockpit enclosure to prevent the pilots from freezing in winter flying. A cockpit heating system was installed consisting of a hot-air muff around the exhaust pipe and suitable ducting. Brakes on the main wheels and a tail wheel to improve ground handling were fitted; the main undercarriage being moved forward 9 3/4 in. to prevent nosing over. Wider walkways were installed on each lower wing, with plywood leading edges on the lower wings. The wide-chord interplane struts were

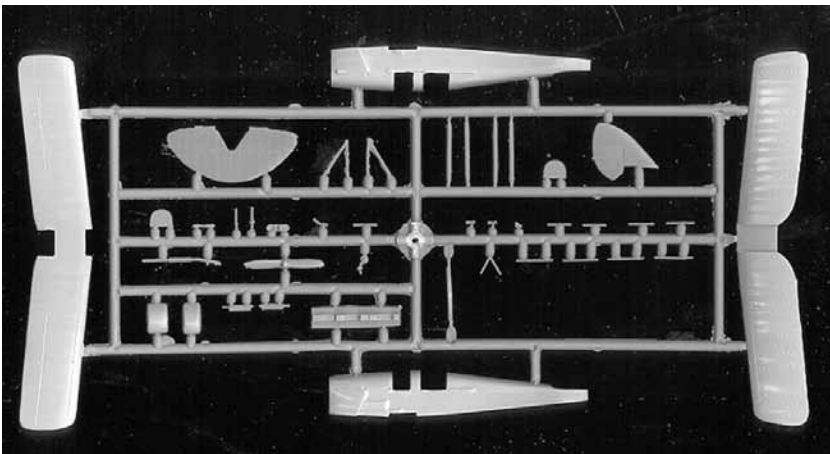
replaced by narrow steel tubular members. Either metal-shod skis (for wet snow) or wooden ones (dry snow) could be fitted. A two piece nose cowling housed a Gipsy Major IC engine. Elevator trim tabs were added, the elevators becoming mass balanced to compensate for the weight of the tabs. American instruments were installed and a 2-inch thick foam rubber crash pad was fitted around the instruments. This allowed a reshaping of the coaming so as to improve the view from the rear cockpit.

With an American 125 hp. Menasco engine fitted, the Tiger Moth became the Menasco Moth. Almost identical in appearance to the Canadian Tiger Moth, only two small features distinguish the aircraft: the





engine air cooling inlet on the right side in the Menasco Moth, on the left in the Tiger Moth, and the propellers on the two aircraft rotating in opposite directions. The Menasco engine was not as powerful as the Gypsy, consequently being a less-than-ideal



pilot-training airplane, the 136 Menasco Moths were assigned to Wireless Schools as radio trainers. Tiger Moths and Fleet Finches did most of the elementary flight training for the BCATP until the summer of 1942, with Tiger Moths outnumbering Fleet Finches by over three to one. The Tiger Moth was progressively phased out of RCAF service by the Fairchild PT-26 Cornell.

Reference

www.digitalheritage.ca/airforce/bcatp/bcatp.htm

<https://bcatp.wordpress.com/page/24/>

<http://canadianflight.org/files/TechTalk-%20Moth%20handout-2c.pdf>

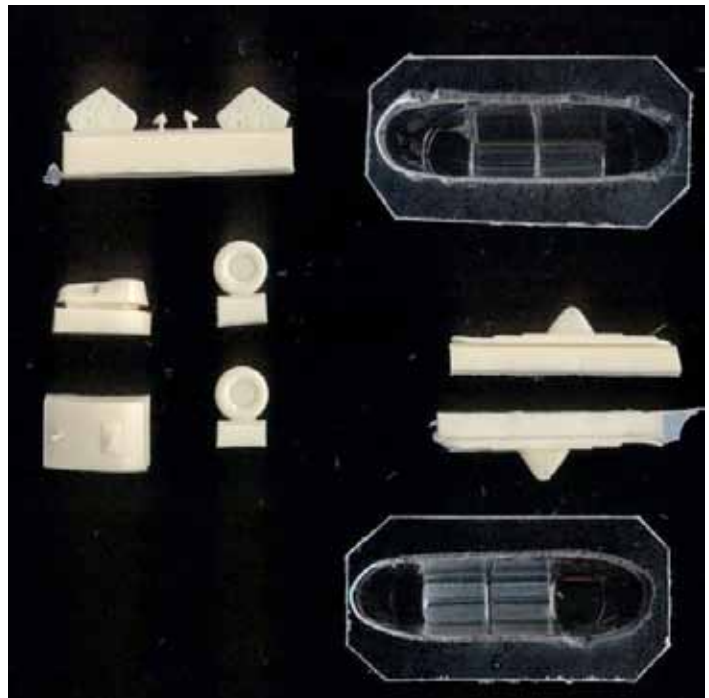
Warpaint Series No.101 de Havilland D.H.82 Tiger Moth Adrian M.Batch

De Havilland Aircraft Since 1909 A. J. Jackson



The Kit

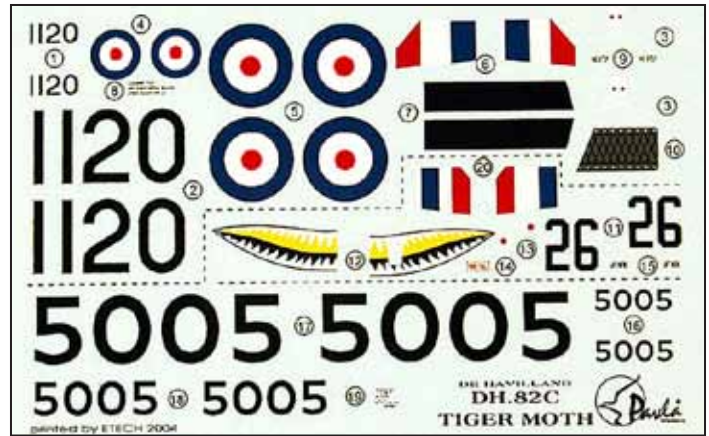
D.H. Tiger Moths in 1/72 have been kitted previously by kit manufacturers. Airfix first released a D.H.82 in 1957, with a modern new-mould D.H 82A appearing in 2014. Aeroclub produced a mixed-media D.H. 82 kit around 1996. Pavla in 2003 released a limited run D.H. 82A, which has since been re-boxed by AZ. The Pavla kit, meanwhile was modified to become the D.H. 82C, the Canadian Tiger Moth. This is a multi-media kit consisting of 40 injected molded parts, 10 cast resin parts and two sets of clear vac-u-formed cockpit enclosures. The injected molded parts need a little clean-up along the edges of both the upper and lower wings. The fabric ribbing on all flying surfaces is subtly impressive.



The propeller is a bit thick at the leading and trailing edges and the seats are crude. The resin parts are very nicely done, there are parts for the instrument panels, cowling front, a detailed mid-wing fuel tank, wheels and skis. The skis are provided as an alternative to the wheeled undercarriage. For Winter flying, the modified exhaust and clear canopy are provided. Some of these parts will require a fine touch because of their tiny size and delicate nature - care being needed in removing parts from the sprue.

The assembly instructions, including a rigging diagram, are quite well done and easy to follow. Line drawings illustrate the decal applications. The box-top provides colour illustration of two of the three versions provided by the decal sheet. These are:

i) A D.H.82C No. 1120 of the 31 EFTS in De Winton, Alberta. This unit trained Czech BCATP student pilots until the end of 1942. The aircraft is overall yellow with a black cowling and a skull and cross bones motif on the nose on both sides.



ii) A scheme that represents D.H.82C No. 5005, overall trainer yellow with a black cowling. It has a ski undercarriage. Unit not specified.

iii) The third choice sports a series of black stripes on the fuselage and wings on an otherwise standard scheme of trainer yellow and with a black cowling, which bears a shark mouth. Unit not specified.

We received this request from Dave Richardson of the ACTSMS (Australian Capital Territory Scale Modelling Society) Canberra a while ago. Can anyone help?



"I'm writing with a request for help on DHC-4 Caribou colours and, ironically, this is in regards to a 1:1 scale RAAF Caribou gate guard, not a scale model. In my earlier days in the Reserves I managed a team of techos who refurbished and repainted gate guards. They have since been tasked with repainting a Caribou in Vietnam-era colours and markings. The lead painter, knowing I'm a modeller and had an understanding of colour specs, asked if I knew what shade of Olive Drab had been specified for our Caribou fleet during their time in Vietnam. You may know that about half a dozen of the new-built RAAF Caribous were delivered from Canada direct into the Vietnam conflict in 1964-65.



"For the first 20 years of their lives, the RAAF Caribous were over-all olive drab colour, later replaced by

more exotic multi-colour schemes. In fact, whilst in Vietnam, some were locally overhauled and repainted in the USAF SEA colours, but that's not what our team are looking for. In about 1986 I found an official RAAF colour scheme drawing for the Caribou while researching RAAF camouflage colours for David Klaus' *IPMS Colour Guide*. I made a note at the time from the drawing that the specified colour was to BS.381C 298 (Olive Drab). This is all well and good but it reflected the colour spec twenty years after the Vietnam era, and things could have changed.

"To be entirely sure, it seems to me that we might try to find out the factory colour applied by DHC in 1964 when the aircraft were delivered, and it did occur to me that one of your members might have documents or local knowledge which could help. If DHC was also building the Caribou for the US Army, the RAAF ones might just have been painted in the same US Army OD colour (presumably FS 595 colour No 34087). On the other hand, given the UK background to DHC, perhaps they would indeed have used the BS.381C colour number 298. However, that is conjecture. So, I would be most grateful if you could ask your members if anyone can help identify the OD colour in which the RAAF Caribous were painted by DHC in about 1964."

If you can help, you can contact Dave at: davealayne@optusnet.com.au

Still More Truly Weird Aircraft that You Can Actually Model!



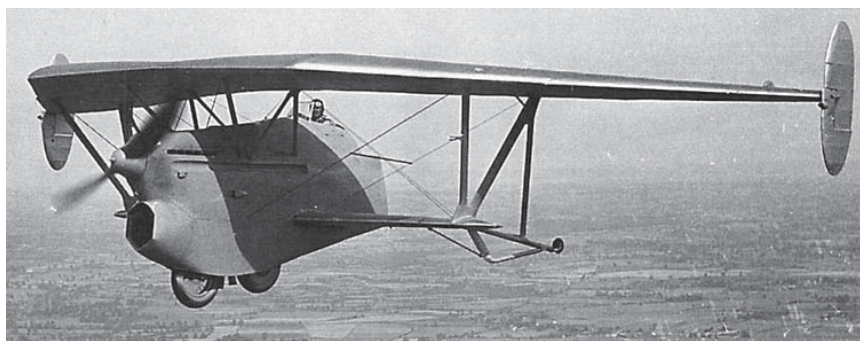
Another installment in our look at aircraft and kits that are a bit out of the ordinary. OK... they're way out there! But if you're looking for something different to build... Note that we're showing just one kit for each, but some are available in several scales from various manufacturers.



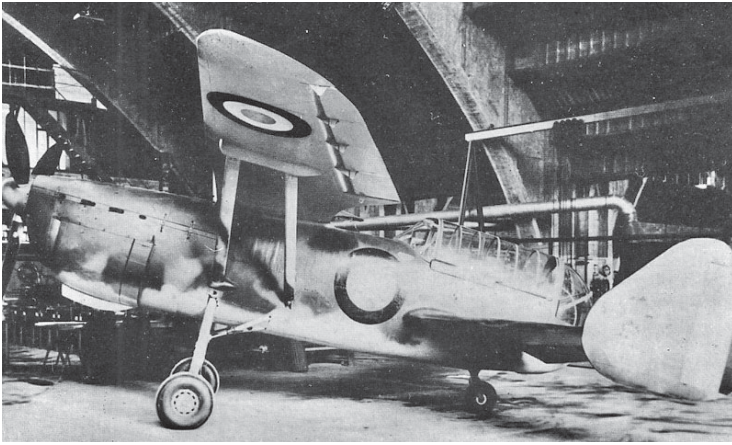
Let's start with some Canadian content. Here's a Piaggio P.180, "*which-way-is-it-flying*" aircraft. Where's the Canadian connection? Well, apparently the RCMP actually had one of these! It's available in 1/72 scale from Amodel.



Looking something like a giant insect, the PZL-104 Wilga is apparently quite a good STOL aircraft. Here's Amodel again, with their 1/72 scale version.



The Westland-Hill Pterodactyl V... an odd-shaped wing and half a fuselage flying in close formation. Back in the day Airframe made a vacu-form version in 1/72 scale.



The French lead the world in weird-looking aircraft development, and here's a perfect example... the Arsenal Delanne 10, with its cockpit mounted at the tail end. Planet makes a 1/72 scale resin kit.



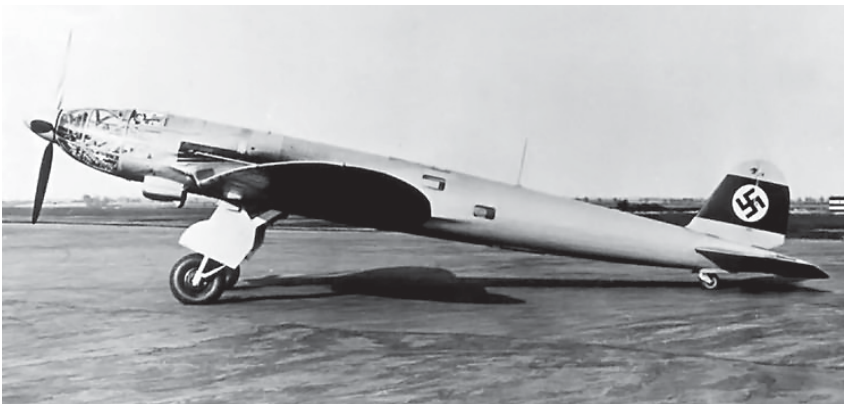
The X-39. OK, it may not seem that unusual, but that's because we're somewhat familiar with this modern design. But really! ... If you want a model that looks like you assembled it backwards, Hasegawa makes it.



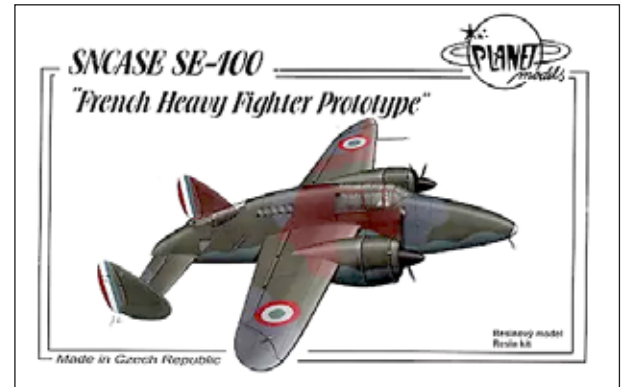
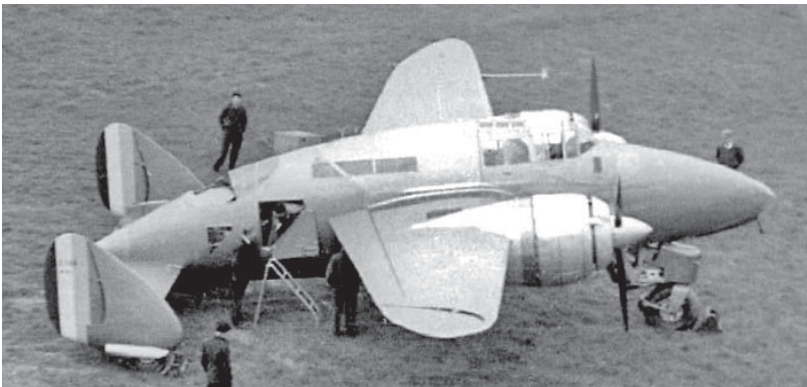
The Rotary Rocket may be the strangest contraption ever created in the aviation world. Shaped like a cone, it has four rotor blades at the top and rocket engines at their tips. The idea was that the rotor blades would lift the vehicle. Once the air density thinned to the point that helicopter flight was impractical, the vehicle would continue its ascent on pure rocket power. Nope! Fantastic Plastic has one in 1/72 if you need a good laugh.



Weird yet somehow attractive. The Breguet Br.763 Deux-Ponts. If I built airliners I'd want one of these... and fortunately F-RSIN makes a kit (name notwithstanding it says injection molded) in 1/144.



An all-glass nose with a big driveshaft running through it. What could possibly go wrong. The He 119 was exceptionally fast for its time, and the design might have made a good high-speed bomber... until the powers-that-be decided they wanted defensive weapons hanging all over it. Valom makes a 1/72 example.

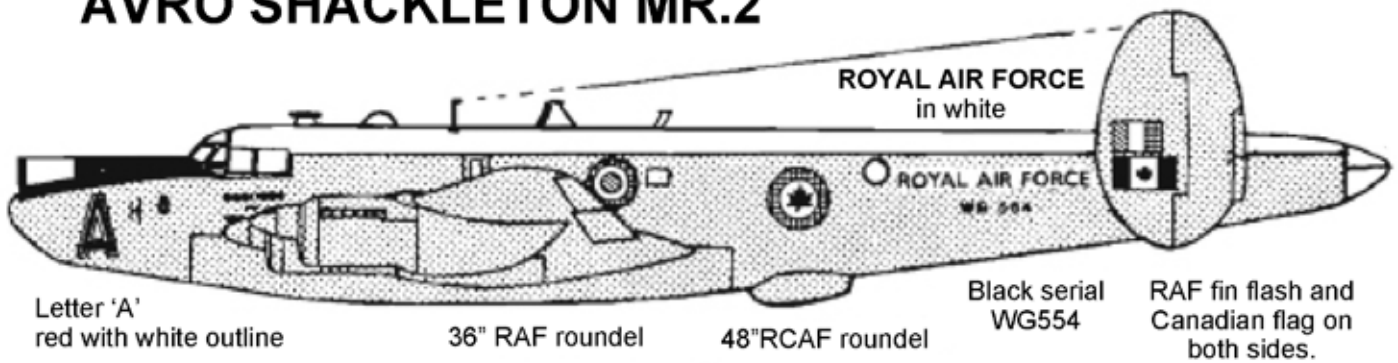


Looking decidedly 'droopy' the SNCASE SE-100 is another of those wonderful French pre-war designs. For all its weirdness, it looks like it would make a neat and colourful model. A resin kit is available from Planet.

Remember the Douglas XB-42 "Mixmaster" from the July 2017 issue? Well, I guess if your design doesn't work with props, you just try it with a jet engine. Hence the XB-43 "Jetmaster", courtesy of Douglas and Anigrand!



AVRO SHACKLETON MR.2



Gloss white fuselage top. Remainder glossy Sea Grey weathered to semi-matt.

Inscription below cockpit reads: **MARITIME PROVING AND EVALUATION UNIT**
in 2 1/2" stencil lettering

[Handwritten signature]
1915 C-390

	White
	Sea Grey
	Roundel Blue
	Roundel Red

A reprint from the April 1971 RT, by Dave Fletcher. We've re-done the lettering to make it more legible.

"This Shackleton, WG554, of the ASUDU (air/ sea warfare development unit) at Ballykelly, visited Summerside, PEI during 1965. While the crew were kept suitably occupied in the mess, the re-finishing section (suitably bribed) pulled the aircraft into the hangar and went to work. The lettering beneath the cockpit was sprayed on with a stencil in white paint. Canadian roundels and flags were regular issue decals, and were applied to the fuselage and fins only. The whole operation took little more time than that taken to consume a pint of 'debriefing fluid'."

Given the recent Airfix Shackleton releases we thought this might tempt some adventurous modellers. If you'd like to build this hybrid Shack, you'll have to do a bit of research on your own. For instance, did this aircraft carry the large white-outlined red serials under the wings as seems to have been standard? Photos don't seem to show any underwing roundels either. These serials, if there, would be the most difficult part of the markings to track down. You could get them from the old Aeroclub 1/72 Shackleton decal sheet, but it won't be easy to find one. Perhaps some enterprising cottage industry producer can be persuaded to give this colourful aircraft a try. If anyone is interested, contact us and we'll help however we can.

Here's a photo of WG554 at her home base of Ballykelly without the additional RCAF markings. It's apparent that there are no underwing roundels, but it's more difficult to determine whether the large serials are there. Can anyone provide more information?



ANDY COMES HOME



Andy at Telford in 2013

Fantasy Printshop in the UK with subsequent sheets released as time and funds permitted.

In late 2011 Thunderbird Models became a real boy and opened a genuine bricks and mortar hobby shop in Horwich, Lancashire. This proved to be a short lived venture and due to high operating costs and a short sighted town council the shop was closed a little over a year later and Thunderbird returned to its online roots.

After a lifetime love of sticking bits of plastic together and an intense desire to never again work for someone else, ex-Canadian Andy Bannister formed Thunderbird Models in 2010 in England as an on-line retailer of kits and related accessories.

Later that same year a deal was struck to buy the artwork from the owner of the Whiskey Jack line of Canadian civil aviation-themed decals. Thunderbird released the first of these, the QCA Supermarine Stranraer, under its own brand name in 2013. Originally ALPs printed by Whiskey

Jack, the artwork was revised and optimized for the screen print process and the decals were printed by



Spurred on by the success of the decal line, Andy decided to delve into the world of pre-cut canopy masks for aircraft in 2015, a somewhat ironic choice as he was not a user of them himself, considering them to be "lazy modelling"! He has since changed his opinion, as the masks have proved to be extremely popular and many of the subjects complement the decal line, such as the B737, Stranraer, Beaver and Vickers Vanguard. Many more mask and decal sets are planned for the future.

In the continued desire for world domination, or at least self-employment, resin accessories was the next venture for Thunderbird Models. After a long period of trying to master the dark art of casting, two 1/72 scale sets were finally released in 2017: Boeing P-26 control surfaces and a corrected tail for the Revell BAe Hawk. These will hopefully be available again along with new sets but the actual resin casting may well be outsourced so that Thunderbird can concentrate on decals and masks.



Really, who would want to live here....when you can live here!

After more than 20 years in England, in early 2018 Andy decided that the time had come to finally return to Canada. Thunderbird Models was wound down as a UK operation and most of the stock of kits was sold off. Temporarily settling in Chilliwack, BC, in September of that year, Andy made the move to Saskatchewan with his partner in June of 2019.

With a new .com address replacing the old .co.uk (though that will send customers to the new site for the time being) and a new website, Thunderbird Models is currently in the process of being rebuilt to its former glory and beyond. The decal line will continue to expand with more of the old Whiskey Jack civil decal sheets on the cards as well as brand new Thunderbird original decals and masks planned. **IPMS members will continue to enjoy a 10% discount on all products ordered on the website.** Email Andy for details. And visit www.thunderbirdmodels.co.uk and sign up for their newsletter to keep up to date with new and planned releases.



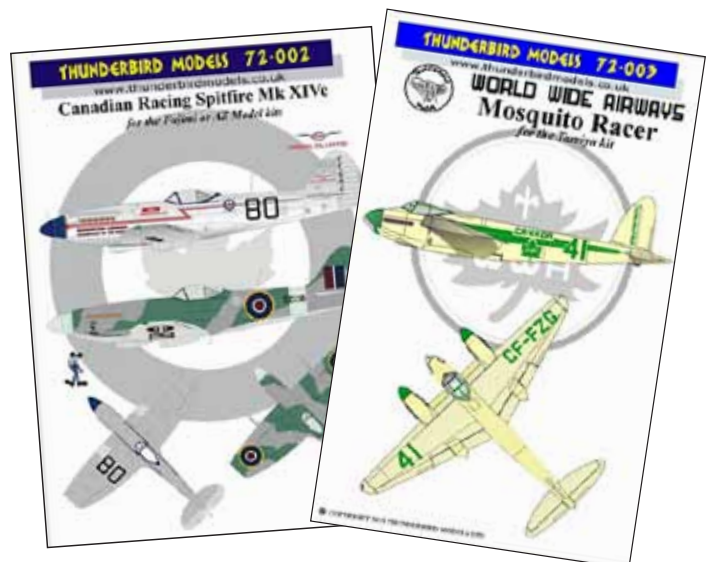
The UK shop



In addition to running Thunderbird Models, Andy is an excellent modeller in his own right



Thunderbird Models at a show in the UK



Some of Thunderbird's decals

NEW!

1/48 Cessna L-19s

USAR 14617

ROK FLEET 1002

1/72 Naval T-Birds reprint

29

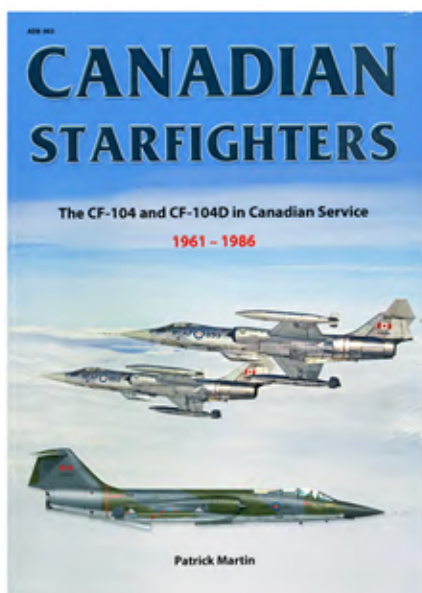
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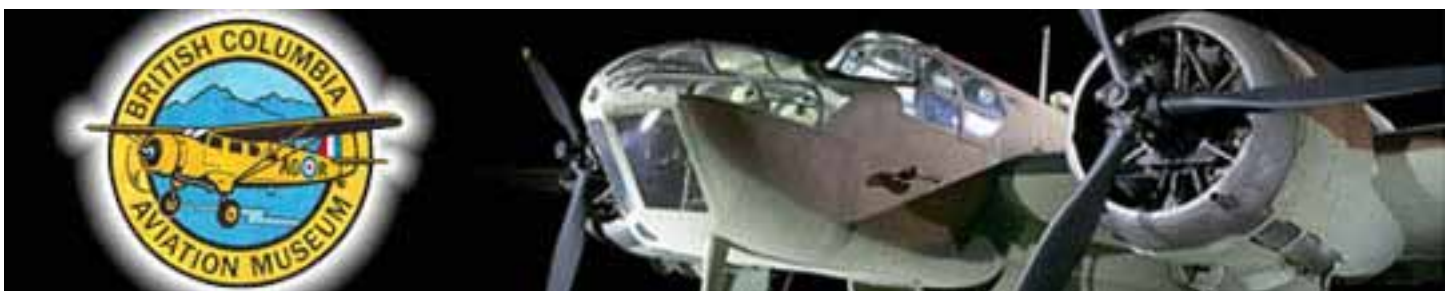
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North Atlantic Aviation Museum, 135 Trans Canada Hwy., Gander, NL – northatlanticaviationmuseum.com



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



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