



Renew

**Online!**

...there's a  
**RIGHT WAY**  
and a **WRONG WAY!**

So, what's the problem? Renewing my membership online is no big deal... right? Well, maybe or maybe not – it depends on how you do it.

Lately we have been receiving some online renewals from members who seem to have simply gone to their PayPal account and sent their funds to IPMS Canada. And that's the problem. For various reasons IPMS Canada has several email addresses that we use... one for general communication, one to send *beaveRTales*, etc. Our PayPal account is linked to only one particular address through our website. If funds are sent to us at another address, we are not notified, and though we will have received payment, you won't be officially renewed. Apparently even if renewal funds are sent to us at the correct address via email, PayPal doesn't log it in the notifications we get. Things do eventually get sorted out, but it drives our Treasurer/Membership Secretary crazy.



The only way you should be renewing your membership online is via the IPMS Canada website "JOIN/RENEW" page. Here all it takes is the click of a button, and you'll be good to go... just like buying a kit or book online. So when you receive your renewal notification, either by email or in your RT, just head to [www.ipmscanada.com](http://www.ipmscanada.com) to renew easily and quickly.



to our  
**Ottawa  
Chapter**

The IPMS Ottawa chapter is offering it's members, the following rebates based on their membership in IPMS Canada:

- \* Regular IPMS Canada membership gets you a \$10 rebate on annual chapter dues.
- \* Associate IPMS Canada membership gets you a \$5 rebate.

We think this is a great idea and congratulate the guys and gals in Ottawa. How many other chapters are willing to step up to the plate?

## **BREAKING NEWS**

Latest word is that we may have a new IPMS Canada local chapter starting up in the Kitchener/Waterloo, Ontario area. We don't have many details yet, but if you're in that region and would like to be part of this, contact our Chapter Liaison honcho, Kerry Traynor, at [CML@ipmscanada.com](mailto:CML@ipmscanada.com). He can provide more info and put you in contact with the organizers.



# YOUR FEEDBACK

...on This & That

Andy Bannister (of Thunderbird Models) writes...

The article (see July's *beaverRTales*) looks great, thanks so much. And I thought you were joking about the UK vs Saskatchewan pics – love it! I'm sure though that if you'd put a picture of Manchester on people would be more understanding of my decision to move to the prairies...!

Thanks again.  
Andy

I am looking to acquire an RCAF Snowbird 1:72 built model... maybe 2 of them. There is sentimental value to this request but I am not a modeller and I do not have the skills to buy a kit and complete it. I was hoping you could help me either source this or point me in the right direction for a commission. Thank you,



Zoltan  
[zhorcsok@gmail.com](mailto:zhorcsok@gmail.com)

Hi Folks!

I am 70 this year and have been building models ever since I was 8 years old. Not doing as well as I'd like to be and am looking for a Winter project.



I am trying to find a 1/24 scale DHC Beaver float plane snap together kit. These were originally used as a promo items for *Canadian Mist Whisky* many moons ago.

I'd like to take one and make it look real again. The bigger scale works well for me. Not interested in bals etc. Good old plastic is best .

If there is any information or names you could help me with I'd be most appreciative. Even one that has been assembled, I'll take it apart and start over.

Thanks for your time and, hopefully, replies.

Sandy Bryson  
[ajb@accesswv.ca](mailto:ajb@accesswv.ca)

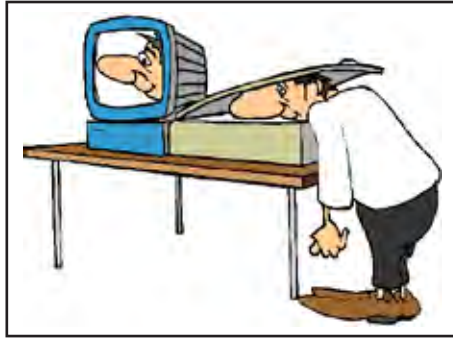


If you read the ND's column in the recent issue of **RT** (I confess... I didn't!), you know that the decal bank is in the process of launching. Its organizer, Gord Sorensen, and our webmaster, Daryl Dean are getting it up and running and putting the info on the website. Should you want to contact Gord with any ideas or questions, he has set up a special decal bank email address: [ipmscanadadecalbank@gmail.com](mailto:ipmscanadadecalbank@gmail.com) (yes, it's long, but also easy to remember).

If you have any left-over decals – either from kits or after-market – and you'd like to donate them to the decal bank, contact Gord and he can tell you where to send them. He'll then add them to the catalog. I just sent Good four old decal sheets that I'll never be using. He'll add them to the inventory. If you have the instructions, please send them with the decals; if not, please label them somehow. You'll know what they are, but it may not be obvious to someone else. Also note that any decals you receive from the bank may not have instructions accompanying them. You'll have to do a little research on your own, but that should be easy online.

Also note that it has been decided that the decal bank will be for use of IPMS Canada members only, so be prepared to give the secret handshake when you email... OK, OK... maybe just your membership number. We do this because the bank is created and run by member volunteers, and it's only right that it be for the benefit of fellow members. And we ask that if you're looking to make a decal withdrawal please keep it to one decal sheet at a time. Let's not have a run on the bank!

# RT Scanning Update



## Canada's new SAR Aircraft

The Government of Canada is procuring 16 Airbus CC-295s to take over the search and rescue duties currently being undertaken by Buffalo aircraft and Hercules aircraft. The first aircraft was now rolled out in its RCAF SAR finish (bottom photo).

And with perfect timing, we have a new 1/72 kit of the C-295M coming from the relatively new Polish producer, Answer Models. They say they are in the final stages of work, and expect to publish test shots later this year. They've already released the box art (below). Let's hope they can meet their planned schedule.

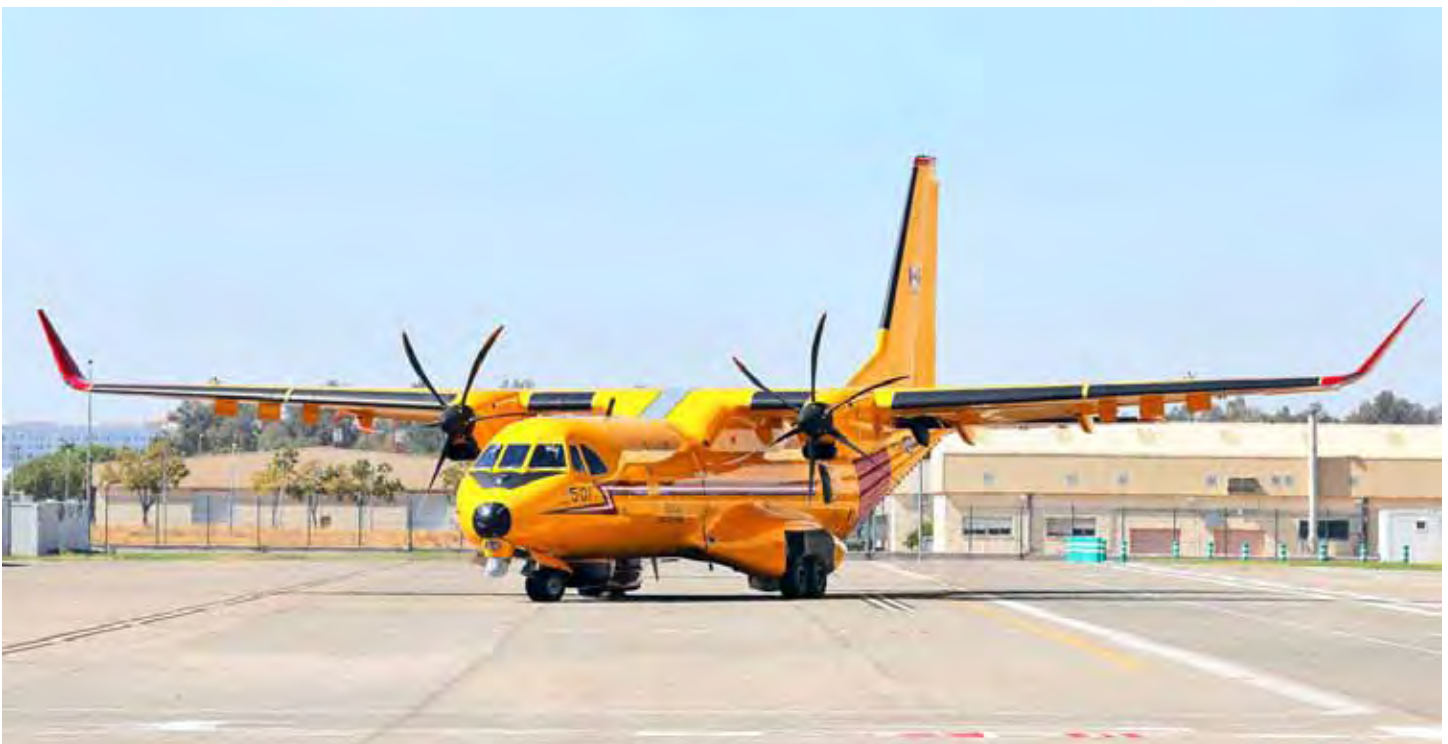


The scanning is finished. We are now doing a quality check, possibly a re-scan here and there, and optimizing/compacting the files. It was suggested that a copy of the **RT** index (updated and possibly interactive), and a copy of Adobe Reader also be included with the archive. While originally planned for a CD or DVD, that now seems impractical. Some modern computers don't even have a disc drive! It looks like we'll be putting them on some form of a USB drive. It's simple, inexpensive, and small enough to send in a bubble or cardboard mailer.

Once it's ready to go we'll probably do a mass email announcement to let everyone know the details and how to get your copy.

As a small teaser, on page 15 of this issue we have included an article scanned from one of the old **RTs** that you'll find in the archive.

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# IPMS Réal Côté at the Montreal Train Show



by Michael Olds

On May 25th and 26th 2019, model trains met plastic models, much to everyone's delight. IPMS Montreal's Réal Côté Chapter and Club ModelTech Miniatures were invited to exhibit our finished and work in progress models at the Montreal Train Show in Dorval organized by Ivan Dow. The show supports the Sun Youth Organization, which in turns supports the community of Montreal financially and materially. They are a valued part of the city and provide much needed help to those in need.



*Bill Balding explaining the intricacies of model building to one of the visitors.*



*Joe Passaseo's fantastic Seehund midget submarine model.*

The event had to move from its past venue due to the "reclaiming" by the City of Montreal of older schools due to a lack of current capacity and growth. The Dorval Arena was sitting idle and was eager to join in as it needed to raise funds for a new cooling



*Messerschmitt Bf 109 diorama by Micheal Eberwein*



*Part of Michael Olds's contribution of racing cars.*

system. The Arena provided a great venue with plenty of space for vendors and exhibits such as ours, and everyone loved the new location as parking was ample, access was fantastic and best of all there was only one level. Hats off to the Dorval Arena crew as they presented a wonderful BBQ, cold drinks and snacks... all at a very very decent price.

Upon arrival at 8:00 AM on Saturday there was already a line of about 50 to 75 people waiting for the opening. Children of



*At left, a very realistic-looking tractor diorama, and below, a field kitchen, both by Michael Eberwein.*

every age were represented, from stroller bound to cane in hand. When the doors opened at 9:00, the horde rushed in! There was an immediate buzz about the arena with people snatching up deals from the vendors. At 10:00 AM the general public was admitted, and the crowd really grew. Sunday was just as busy and I estimate there were between 800 and 1000 people attending over the course of both days.

Understandably due to TorCan being scheduled the same weekend we did not have all of our club members participate, but the clubs banded together and we presented a plethora of models with a great variety of themes from space to the ocean and everything in between. Being a train show we did not expect much interest in our models but to our great delight interest was fantastic. Many questions were asked and were answered well and in a manner that those unfamiliar with the hobby could understand. This approach fostered much interest in the clubs and many flyers were handed out and smiles were seen on all of their faces.



A big thanks goes out to Joe Passaseo and Michel Ruel for organizing the event. Model presenters were Joe Passaseo, Michel Ruel (photographer), Bill Balding, Mike Eberwein, Mike Olds, Theo Lazar, Ray Goulet, Sean Dupuis and Christian Serban. As a modelling community we all agreed that this was a fantastic event and great exposure to model making and we look forward to exhibiting again in 2020.

# The IPMS Canada



## PARTNERSHIP

For some time now IPMS Canada has been considering how to tweak the national/local chapter partnership to better fit the needs of our hobby in these times. We all want to see a growth of healthy, vibrant chapters around the country, and the establishment of new chapters where currently there are none.

Perhaps a bit of IPMS history would be helpful first. IPMS was established in the UK in 1963 when the “British Plastic Modellers Society” changed its name to reflect the growing international interest in the society. They changed it to “*International Plastic Modellers Society*”, or “IPMS”, both of which are registered and owned by IPMS UK.

IPMS UK has chartered various international IPMS branches, including IPMS Canada, and conferred upon them the right to use the title “IPMS” and/or “International Plastic Modellers Society” so long as they uphold the principles of the society. It can also revoke the right to use the title. (And has done so in the past, I believe).

Given this endorsement, IPMS Canada then confers the right to use the title “IPMS” upon its local chapters. In years past IPMS Canada used to send

an actual charter document to each of the chapters annually. Some just tucked it away in their archives. Some framed it and trotted it out to display at each local meeting... kind of like a doctor or engineer displaying their diplomas. Anyway, sending and keeping track of these annual physical charters eventually became rather unwieldy, and so the tradition was let slide.

Enter a new era. It’s time to again officially recognize and celebrate all the chapters with a new charter document (which they can file away or display as they like). And it’s also time to make a better effort to find new groups of modellers who would like to come together as official chapters in areas where there currently are none.

The IPMS Canada national exec will be working on this and soliciting input from the chapters and members at large. So stay tuned for further developments.



“No, Cloud William... this is an ancient IPMS Canada Chapter Charter.”

## Royal Canadian Legion’s Operation Vetbuild



In the January 2019 issue of *beaverTales* we asked for your help with the Royal Canadian Legion Modelling Project which was being trialed in the Ajax, Ontario area. The concept was apparently successful, because the program expanded into Edmonton, and now there are groups meeting in Calgary and Windsor as well. You can find a short write-up on Operation Vetbuild at this link:

<https://www.legion.ca/news/articles/2019/06/16/the-royal-canadian-legion-launches-operation-vetbuild>

Or, have a look at the Operation Vetbuild Facebook page to find out what’s going on in your area: <https://www.facebook.com/opvetbuild>

So... if you are in the Southern Ontario, Edmonton, or Calgary areas 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 Dion Edmonds at [DEdmonds@legion.ca](mailto:DEdmonds@legion.ca). He will put you in contact with the proper person in your area.

# The Laminar

# HURRICANE

Gavrilo Princip

The aircraft, a Hurricane Mk II with a Merlin XX engine was essentially ready for the scrap yard when it was retrieved and sent to Armstrong Whitworth for modification in 1946. They designed and built new wings, using a special method of construction of their own. There was no spar in the design, the stresses being absorbed by a thick skin, stiffened by span-wise stringers at 3-inch spacing. The top and bottom surfaces were connected by ribs 15 inches apart. The leading and trailing edges were constructed in a conventional manner.

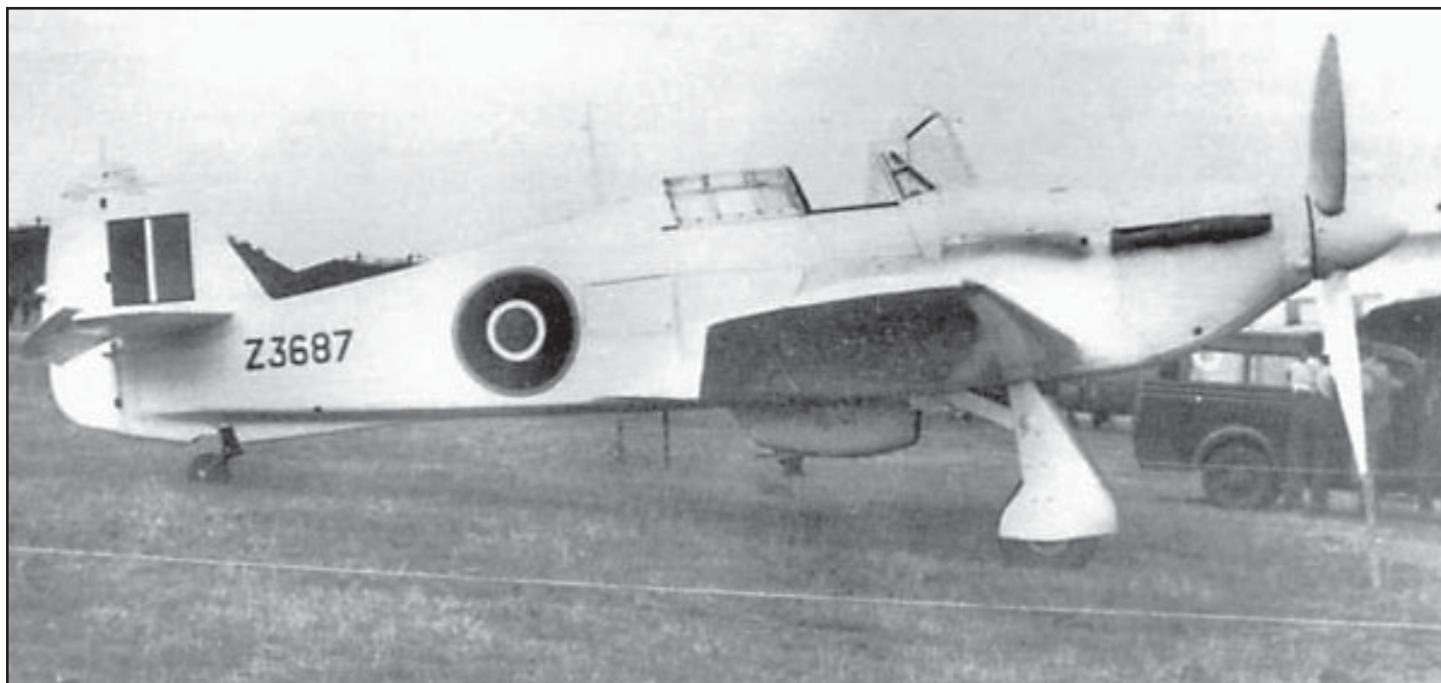
The Wing airfoil section was designed by the National Physical Laboratory to give a peak suction at 50 per cent chord and the design lift coefficient was 0.3. The root thickness was 17.9 per cent and tip thickness 14.8 per cent chord. The junction of the low-



*Boys playing on a derelict Z3687*

drag wing and the 'conventional section' wing root was covered by a fairing panel to blend the different profiles into each other. The test section was 9 feet from the aircraft centre-line on the port wing, where a 'comb' was fitted to measure airspeeds and pressures coming off the wing. Various instruments were mounted in the fuselage, including nineteen airspeed indicators used as pressure instruments, an accelerometer and an A.S.I. and altimeter for measuring aircraft speed and altitude.

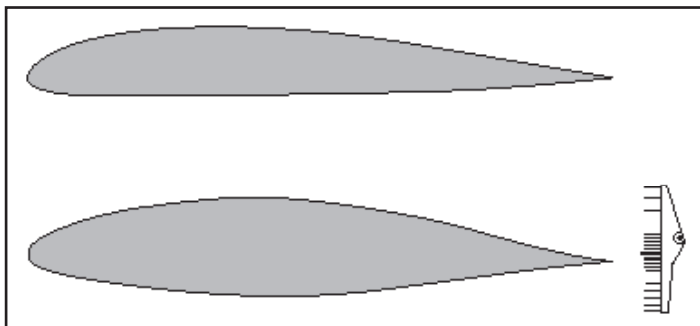
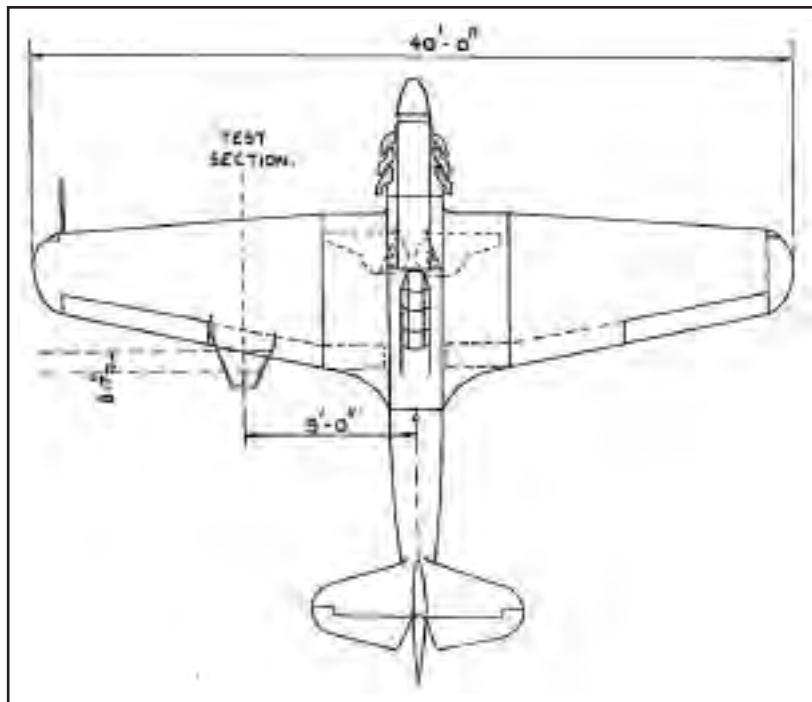
The Hurricane then went to Farnborough for a series of tests to see how far back over the wing the flow remained laminar before separation occurred and it became turbulent. That was the sole purpose of the trials. They were not concerned with improving the Hurricane's performance. The Hurricane was now an obsolete type, so no point in that.



*Right side view of Z3687. Note the reflection of the undercarriage door, possibly indicating the finish had some degree of sheen. The spinner looks to be the same colour as the fuselage, and I would assume the propellor is natural metal.*

This aircraft can be the basis of an interesting and colourful conversion. If you want to go the quick & easy route you could probably get away with 'conversion via paint & markings'. Or, you could spend a little more time and effort on it. Mind you, there is not a lot of reference material on Z3687. Most of what we have here is based on a handful of photos – most of them of marginal quality – and the Aeronautical Research Council's report.

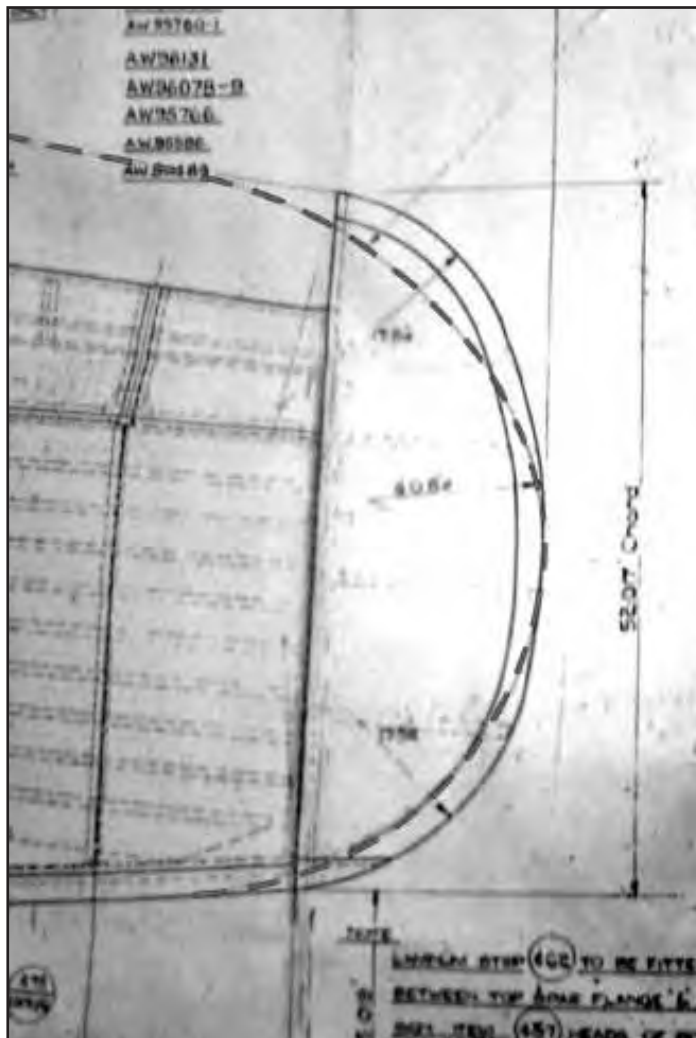
While Armstrong Whitworth built new wings which were joined to the original wing centre section just outboard of the undercarriage bays, the overall span was retained. The shape of the wing tips was squared off a bit. The new airfoil is chunkier than the original Clark YH airfoil. Is that worth trying to recreate in small scale? Maybe. At least, as the new wings had no armament, and were finished to a high degree of surface smoothness, you could dis-



Conventional Hurricane Clark YH airfoil (top) and AW laminar airfoil (bottom). Sensor comb also shown.

pense with access panels etc. You will have to figure out how to best fair the new, thicker wings into the wing roots. The report says they used a "fairing panel", for which I suppose you could read "sheet of aluminum". One final bit of work will be to make the 'comb' attached to the left wing's trailing edge. A fairly simple matter with a bit of plastic sheet and some stretched sprue, rod, or wire. As the photo of the comb on Z3687 is so poor, we've included one of that used on a Kingcobra, which was also tested by the RAE.

The report does not say what colour the aircraft is painted. In all the photos it does look to be white, and that's how modellers who have built it have interpreted it. Comparing the airframe to the roundel colours, I don't see how it could be anything else. The most unusual thing about the finish is the placement of the wing roundels. That are inboard of the laminar wing section, possibly so that they would not disturb the airflow.



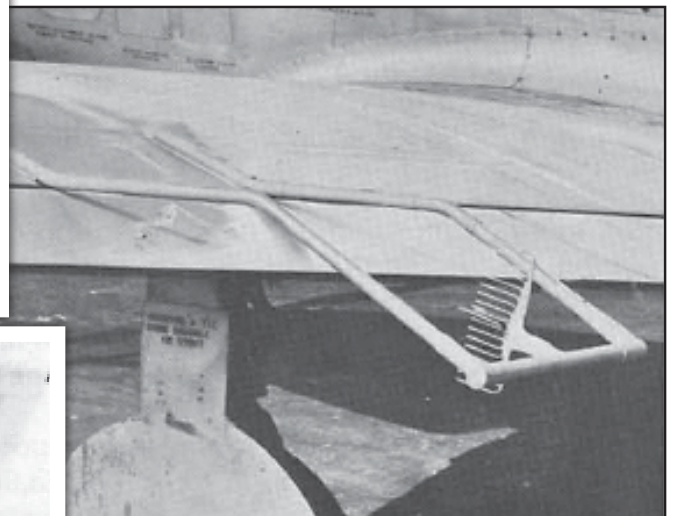
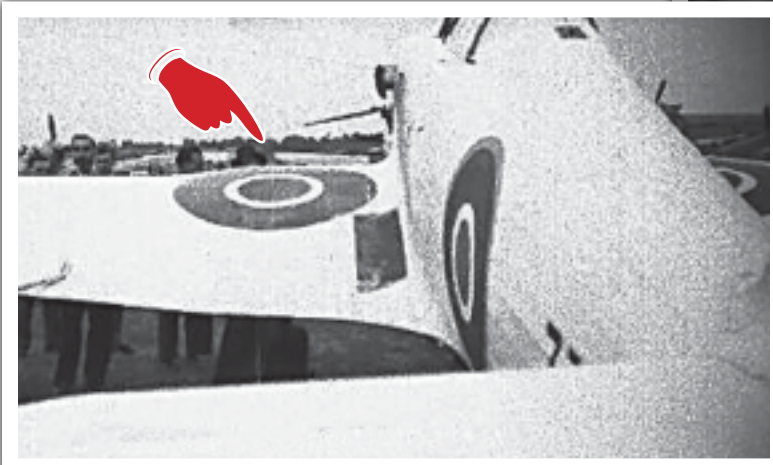
Poor quality reproduction of an original AW drawing showing the new wing tip shape. Original production wingtip is in dashed line.



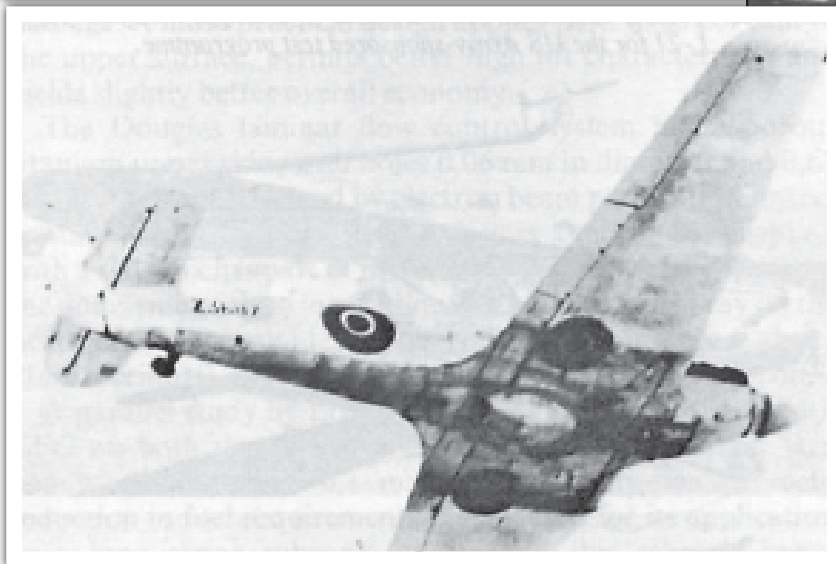


*View of Z3687 showing the 'comb' mounted aft of the trailing edge to monitor the airflow, and below, an enlargement.*

*Note the contour of the 'fairing panel' connecting the new outer wing to the root fillet. Also the odd placement of the roundel. The fuselage roundels are type C1; the wing roundels are type C.*



*Above – a clearer photo of a similar sensor 'comb' as mounted on the RAE's P-63.*



*Left – a rare underside view. Note the in-board placement of the roundels. It almost looks like they didn't bother to repaint the original undersurface centre-section area.*

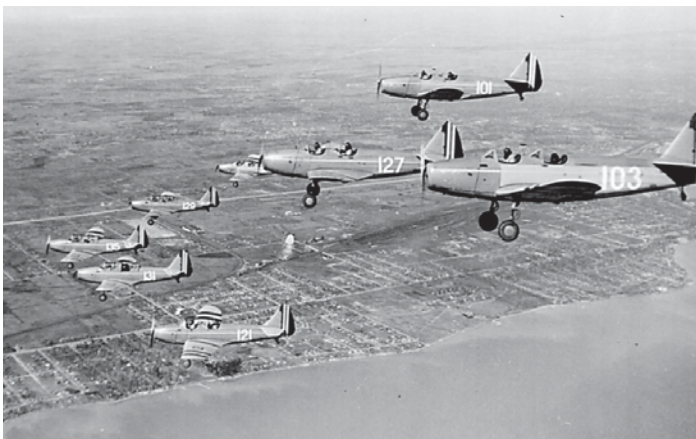




## Modelling Little Norway... (more than Curtiss Hawks!)

You might consider this as kind of a follow-up to the article "Colour Hawks of Little Norway" by Jim Bates, which appeared in the January 2018 issue of *beaverTales*. It looked at the Curtiss Hawks used by the Norwegian forces training at Little Norway, as well as some of the kits available in various scales. Well, as our title states, there were more than Hawks being used for training. This article takes a look at the other types and how you might go about modelling them to make your own Little Norway complete. Note that though we mention certain kits that you can use, there may well be others out there.

The basic trainer acquired by the Norwegians was the Fairchild M-62 (PT-19). The open-cockpit configuration was ill-suited to Canadian winters, and so the aircraft were eventually modified with the addition of an enclosed cockpit, bringing them up to PT-26 configuration. The earlier PT-19 is available in 1/72



*A training flight. That open cockpit would certainly be cold during winter flying!*



*A line-up of PT-19s. They all are finished with blue fuselages and yellow wings.*



*Open or closed... 1/48 resin kits from Planet*

A beautiful colour photo of a PT-26. This particular machine is one of a number of presentation aircraft, and was funded by donations from Argentina and Uruguay. The name on the nose is "El Gaucho IV".



scale from MPM, while Planet makes a resin kit in 1/48. If you would like both versions of the Fairchild, Planet also makes a PT-26 variant, and Special Hobby does one in 1/72.

In late 1940 36 Douglas 8A-5s were acquired. MPM offers a 1/72 kit which is in Norwegian markings. 1/48 scale is a bit more problematic. The only 8A-5 available is (was) a limited production resin kit from the Dutch company, Geromy. It depicts the Dutch version, which is an 8A-5N. That has a different engine and cowling than our Norwegian variant, so you will have a bit of modification to do.



*Below: Douglas 8A-5s taking off from Little Norway; and Right: MPM's 1/72 8A-5. Note that they provide the Norwegian markings.*





Norwegian 8A-5 at rest on a snowy airfield.

At Little Norway the air defence forces were divided between Army and Naval Air Corps, with both services retaining their own commanding officers. One of the types the navy used was the Northrop N-3PB. There is a 1/72 scale kit produced by Special Hobby that comes with Norwegian markings. If you want to build an N-3PB in 1/48, you'll have to do some serious hunting. IPMS Norway produced a vacuform kit some years ago, and more recently a Spanish company, Scratchaeronautics, produced a limited run resin kit. Both will be difficult to find, but if you want a 1/48 example they seem to be the only game in town.

*Nice shot of an N-3PB. Note the FAA-type temperate sea scheme camouflage.*



Special Hobby's 1/72 Northrop N-3PB



*You'll really have to search to find this 1/48 scale Scratchaeronautics kit!*



Another type operated by the Naval forces was the Stinson SR-9 Reliant. At first two civilian aircraft were rented. Later five more were acquired and finished in Norwegian colours. Dekno has a 1/72 resin kit that depicts aircraft N° 100. AMT produced a Reliant SR-9 years ago which can be used for a 1/48 example. They did operate on both floats and wheels.



1/72 Dekno resin kit (left) and the old AMT 1/48 version (above)

Below left: A rare colour photo of float-borne Stinson Reliants apparently undergoing maintenance.



no kits available, and we haven't found any photos of it either. If anyone manages to find more info on these lesser types please let us know and we'll include it in a future issue of *beaverTales*.

Below:  
One of Little Norway's Interstate Cadets.

Finally, we have three other aircraft types. Little Norway had two Interstate Cadets — a small liaison type not unlike a Piper Cub. There are photos of the Norwegian Interstates, but unfortunately no kits.

The Norwegians also had one Noorduyn Norseman on strength. It was rented from a civilian operator for a short time and was registered CF- BFU. There are kits of the Norseman, but no photos of what livery it wore when flying at Little Norway.

Finally there was a Waco SRE, a cabin biplane à la the Beech 17. There are



**LOOKING  
BACK**

# The OXYDOL Special

*Lockheed-Vega Ventura Target Jug  
RCAF Serial #2222  
Sea Island, Vancouver, B.C.  
1946*

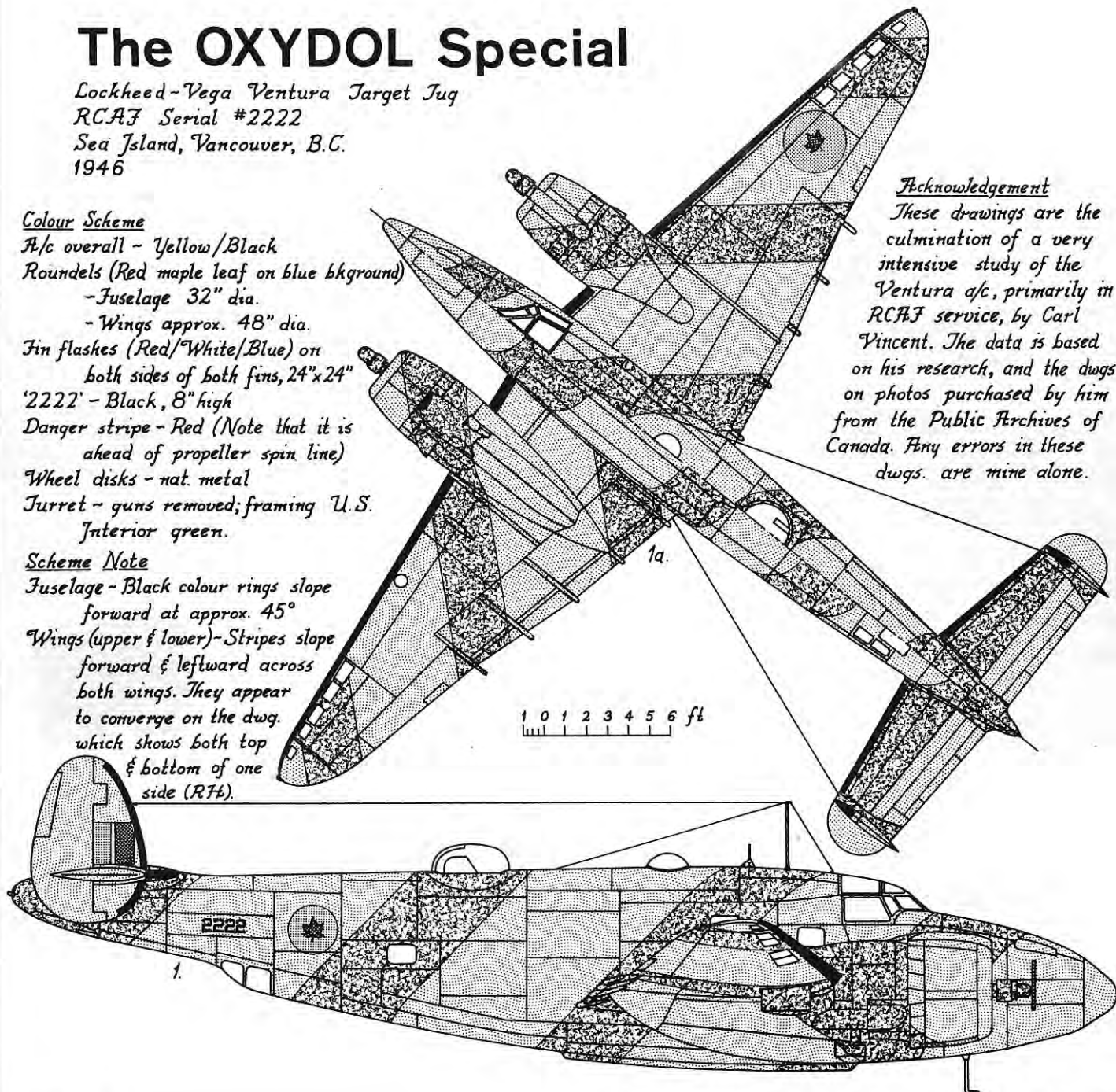
Colour Scheme

- A/c overall - Yellow/Black*
- Roundels (Red maple leaf on blue bkground)*
- Fuselage 32" dia.*
- Wings approx. 48" dia.*
- Fin flashes (Red/White/Blue) on both sides of both fins, 24"x24"*
- '2222' - Black, 8" high*
- Danger stripe - Red (Note that it is ahead of propeller spin line)*
- Wheel disks - nat. metal*
- Turret - guns removed; framing U.S.*
- Interior green.*

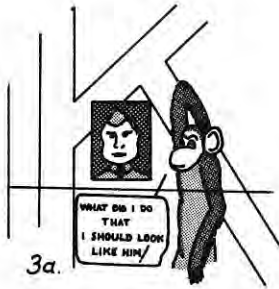
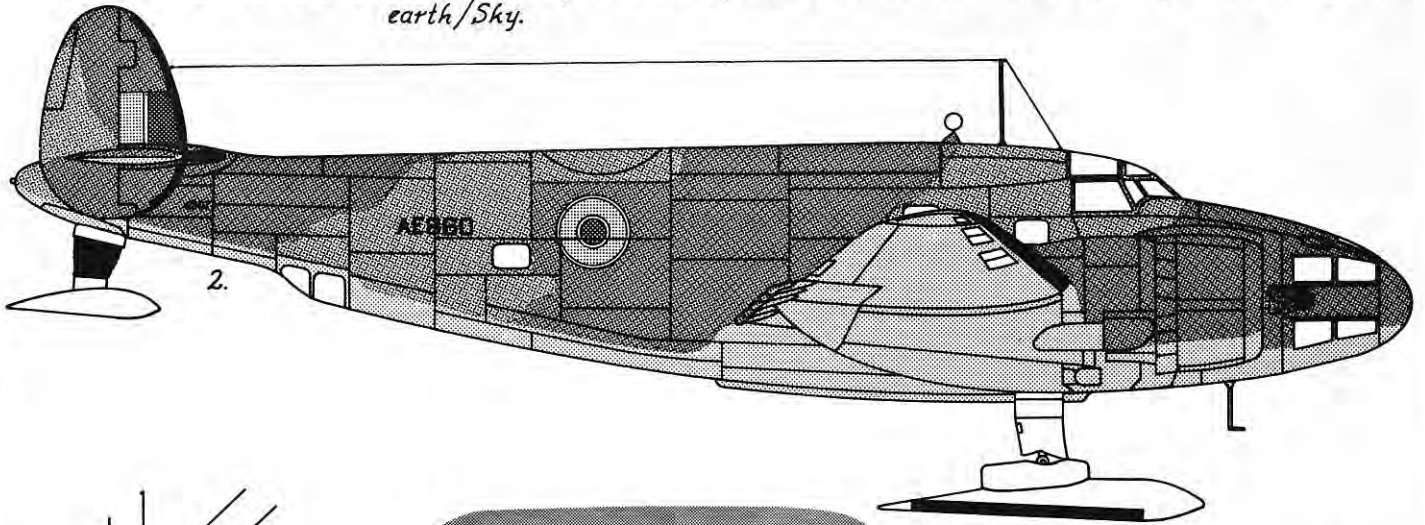
Scheme Note

- Fuselage - Black colour rings slope forward at approx. 45°*
- Wings (upper & lower) - Stripes slope forward & leftward across both wings. They appear to converge on the dwg. which shows both top & bottom of one side (RtH).*

Acknowledgement  
*These drawings are the culmination of a very intensive study of the Ventura a/c, primarily in RCAF service, by Carl Vincent. The data is based on his research, and the dwgs on photos purchased by him from the Public Archives of Canada. Any errors in these dwgs. are mine alone.*



2. Ventura II, AE 860, during ski trials. Standard Bomber Command scheme of Dark green/Dark earth/Sky.



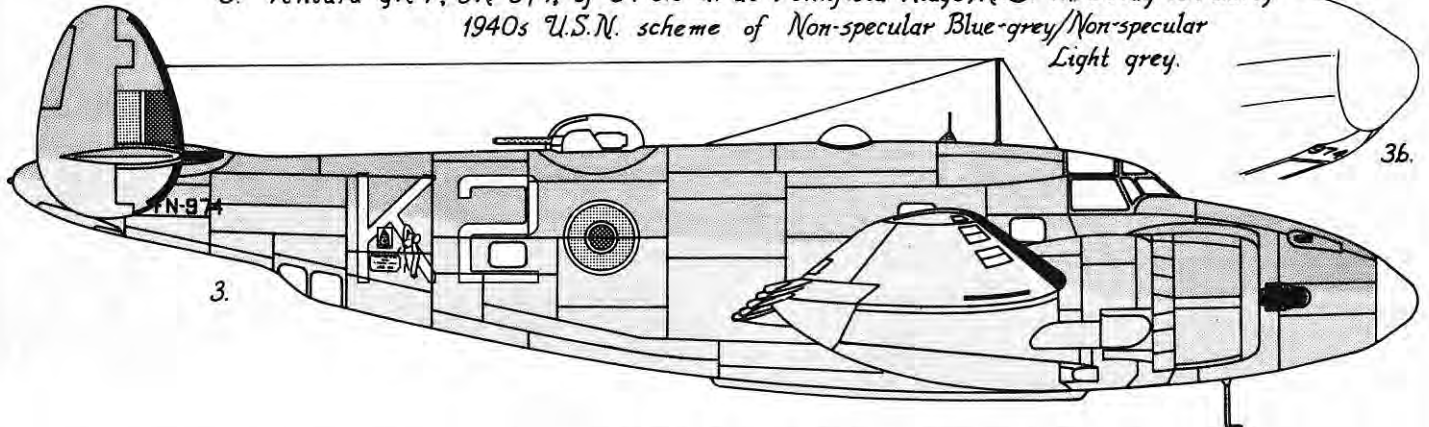
3a.



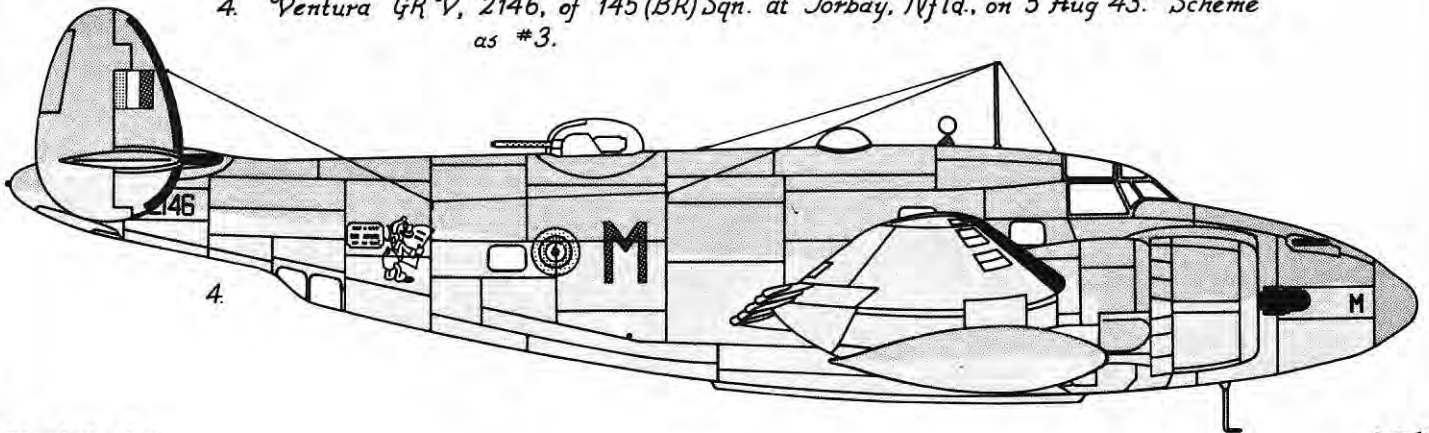
3a. Monkey looks at photo of Air Force 'hero' and wonders.

4a. Donald Duck reads the latest of 'to-morrow's' War News. (Although this cartoon was painted at the Lockheed plant in early 1943, Tokyo would not be heavily bombed until late 1944.)

3. Ventura GR V, JN 974, of 34 O.T.U. at Pennfield Ridge, N.B. on 3 Aug 43. Early 1940s U.S.N. scheme of Non-specular Blue-grey/Non-specular Light grey.



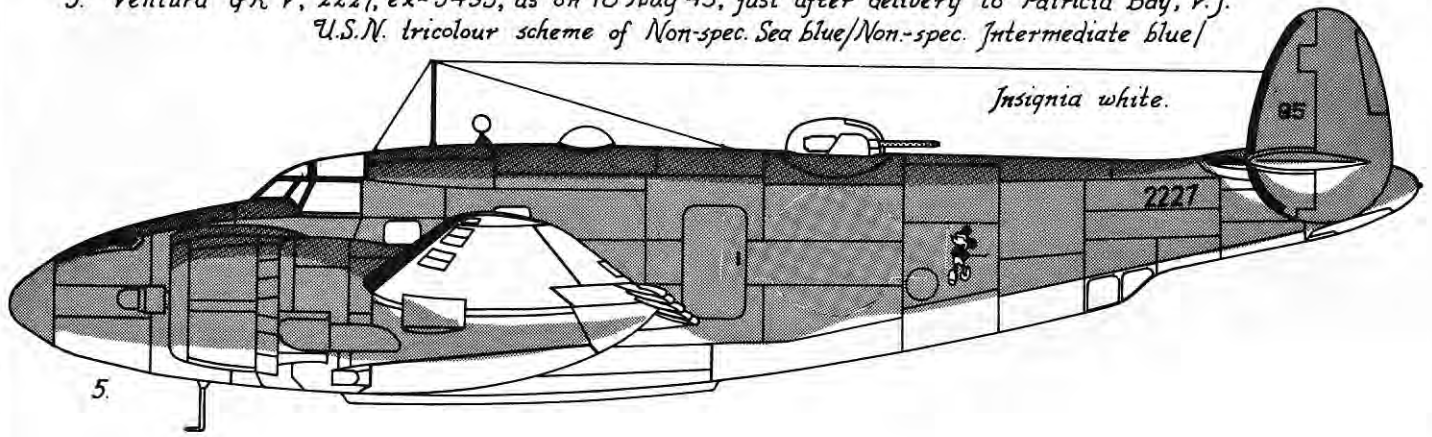
4. Ventura GR V, 2146, of 145 (BR) Sqn. at Torbay, Nfld. on 5 Aug 43. Scheme as #3.



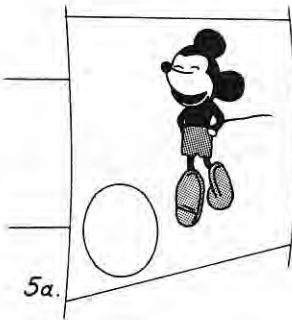


5. Ventura GRV, 2227, ex-5495, as on 18 Aug 43, just after delivery to Patricia Bay, V.J.  
 U.S.N. tricolour scheme of Non-spec. Sea blue/Non-spec. Intermediate blue/

Insignia white.



5.



5a.

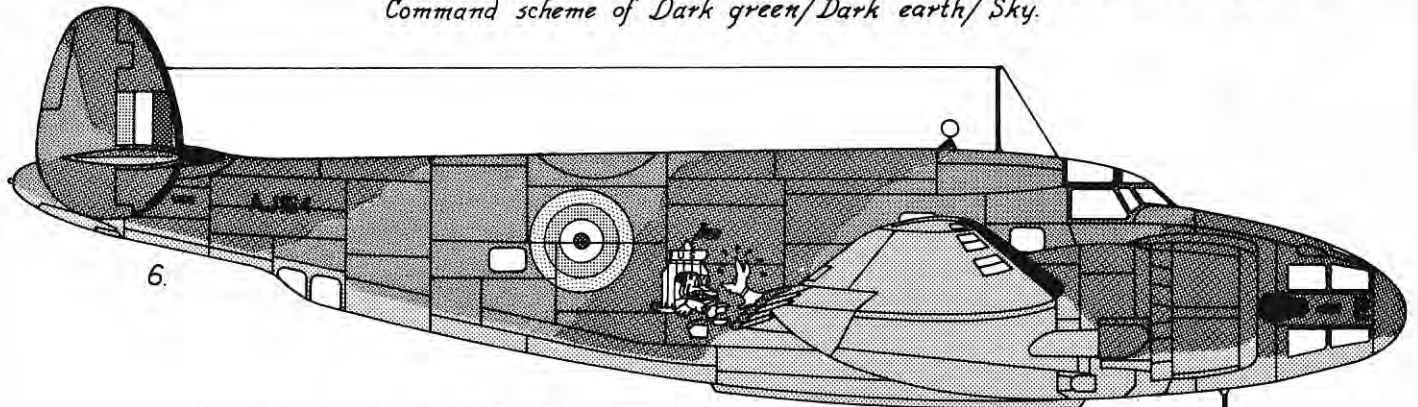


6a.

5a. An exuberent Mickey Mouse.

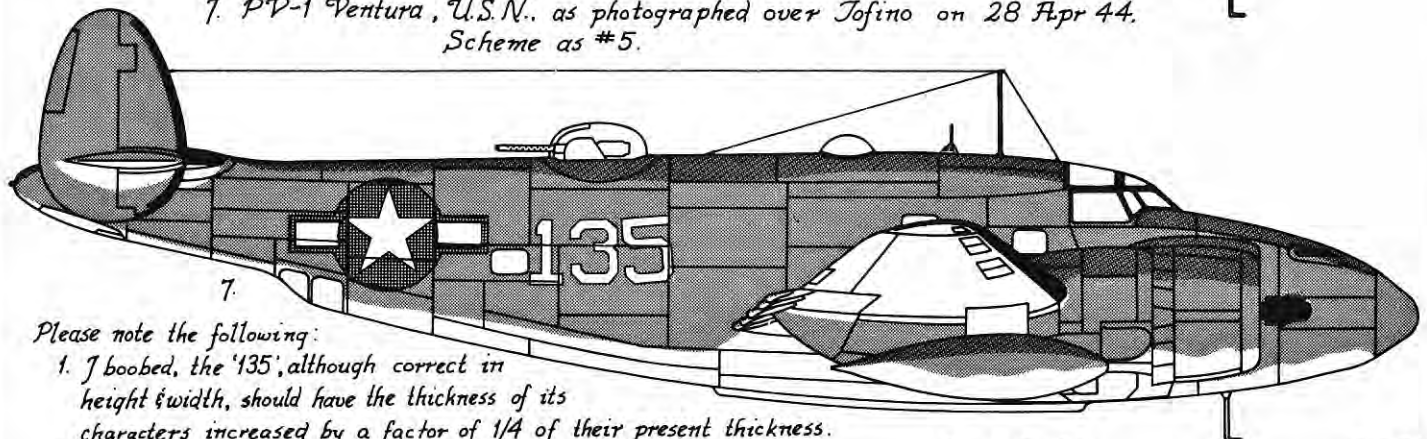
6a. "Yankee" Pluto warns off 'Fritzzy' Dachshund.

6. Ventura II, #J 164, ex-4302, as on 1 Jul 42. It was loaned by the R.F.F. to the U.S.N. to develop the anti-submarine PV-1 (Ventura GRV). Standard Bomber Command scheme of Dark green/Dark earth/Sky.



6.

7. PV-1 Ventura, U.S.N., as photographed over Jofino on 28 Apr 44.  
 Scheme as #5.



7.

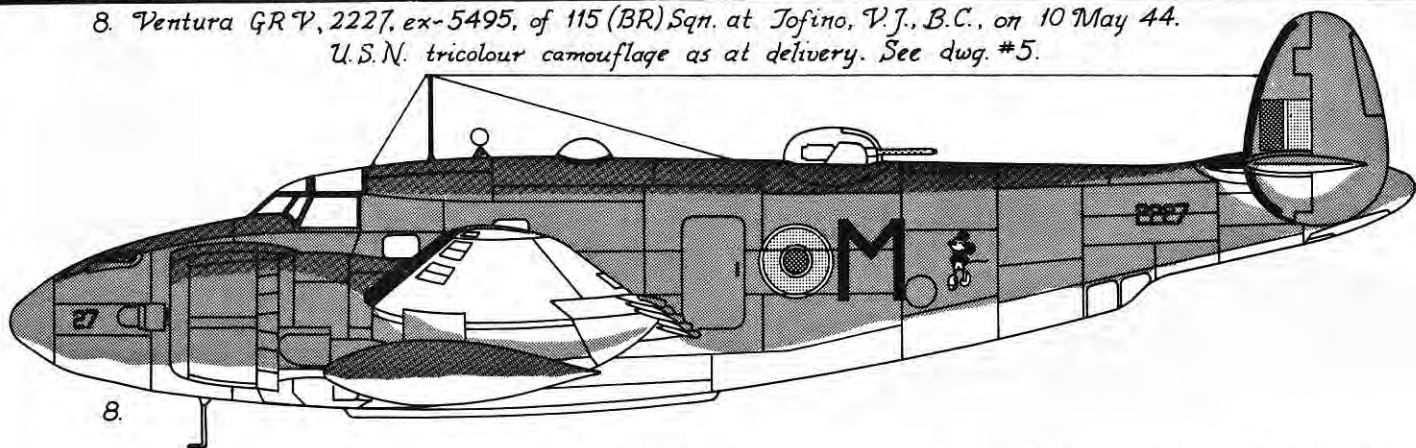
Please note the following:

1. I booped, the '135', although correct in height & width, should have the thickness of its characters increased by a factor of 1/4 of their present thickness.
2. Stbd underwing insignia omitted thru artist's laziness.

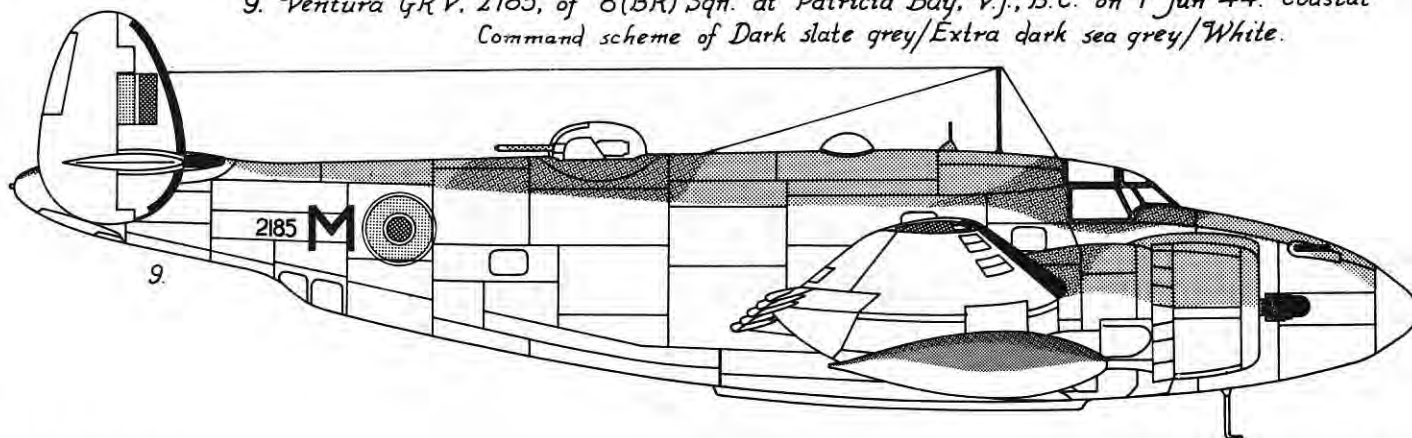
Sheet 3 of 4

G.G.H.

8. Ventura GRV, 2227, ex-5495, of 115 (BR) Sqn. at Tofino, V.J., B.C., on 10 May 44.  
U.S.N. tricolour camouflage as at delivery. See dwg. #5.



9. Ventura GRV, 2185, of 8 (BR) Sqn. at Patricia Bay, V.J., B.C. on 1 Jun 44. Coastal Command scheme of Dark slate grey/Extra dark sea grey/White.



Sheet 4 of 4

G.G. Hopp - JPMS Canada - 20 Mar 71

**NEW!**

1/48 Cessna L-19s

USAR 14617

ROK FLEET 1002

NAVY

1/72 Naval T-Birds reprint

ZZ 1885

NAVY GMGRH 131885

V

146

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