



DON'T DO THIS...



In the last *beaveRTales* we encouraged all members who are renewing their membership to do so through our website using the PayPal link. You don't need a PayPal account if you don't have one, as you can use any credit card with PayPal. One member emailed expressing concerns about the possibility of his financial information being hacked if he did this. According to PayPal's website...

"PayPal's website is secure and encrypted. As long as you have a secure connection to the legitimate PayPal site, any information you exchange is hidden from prying eyes. PayPal uses industry-standard security features that you'd expect from any large financial institution, and the company even offers financial rewards to "white hat" hackers who discover vulnerabilities. It could get hacked, but it'd be tough. If you've ever used your credit card online or handed a check to a merchant, you've taken just as much risk as you take when you do so through PayPal. Using PayPal might even be safer than giving your credit card number or bank account information directly to the website you're buying from. When you send a payment using PayPal, the recipient won't receive sensitive financial information like your credit card or bank account number. This way, you don't have to worry about paying people you don't know."

Additionally, the only way you should be renewing your membership online is via the IPMS Canada website "JOIN/ RENEW" page. It will take you to the appropriate PayPal page. If you go directly to PayPal and send IPMS Canada funds for renewal it bypasses our treasurer's fancy system, and we won't know that you have renewed.

And what if you don't have a PayPal account, but would like to pay with a credit card? It's easy...

As you work your way through the IPMS Canada renewal page, you will see a notice that reads:

Pay via PayPal; you can pay with your credit card if you don't have a PayPal account.

Note: If you don't have a PayPal account, choose the "Create Account" button when you see it and enter your information. Then, as long as you don't check the "Save my payment info and create a PayPal account" box, no account will be created.

So when you receive your renewal notification, either by email or in your **RT**, go to www.ipmscanada.com to renew easily and quickly. And with no envelope, no cheque-writing bank fee, and no postage, you'll also save a couple of bucks!

...DO THIS



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of IPMS Canada, which
supplements our printed
magazine, RT. To find out
more about our publications
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WHERE DOES THE MONEY GO?

Some of the comments in last issue's ND column got me to thinking... I'm sure more than a few people have, from time to time, wondered where IPMS Canada's money goes. So, we sent *beaveRTales*' crack team of investigative reporters to find out. Here's a quick very rough breakdown which should help put things in better perspective.



Printing each issue of **RT** runs approximately \$2000. And believe it or not, it's about another \$2000 in postage to send out an issue! Add another \$200 for the printed envelopes and maybe another \$20-30 for miscellaneous mailing expenses (boxes, envelope glue sealers, etc.) That all adds up to about \$33.50 per year per member. Note that postage varies widely depending upon the destination... to ship an **RT** in Canada costs \$3.35, and to send it overseas costs \$11.14.

Then there are various miscellaneous expenses to be considered in addition to the physical **RT** printing and mailing costs. There's the cost of web hosting. There are bank fees, as I'm sure anyone with a chequing account well knows. There are PayPal commission fees (They charge the seller a bit on each transaction, just like credit card companies). There are sponsorship funds provided to the Local Chapters for their contests. Various promotional materials such as flyers and banners also cost money. There's the occasional free IPMS Canada decal sheet, etc. You can see by now that there are no fat cats here, and the IPMS Canada exec couldn't fly to a national convention even if they wanted to!



Good morning fellow model builders. I am currently building a diorama with the 1:542 scale Revell CV 60 Saratoga as the background and an F14A, F/A 18

and A6E Tram from CVW 17 1990-1991 that served aboard Saratoga during Desert Storm. I am seeking decals for F14A for either VF 74 or VF 103. Afterburner, which sadly closed up shop in 2013 had the perfect set #48-071. Anyone with these decals that would like to sell same or has suggestions for how I can finish this F14 as a Sara bird would be greatly appreciated.

Wayne Shorrock
w.shorrock@icloud.com

John Fluke writes that he is working on a post-war RCN Avenger using the Belcher Bits conversion kit. He would like to fit some bombs, mines, or a torpedo in the bomb bay, but is having difficulty finding info on what type of weapons the post-war RCN used. Can anyone provide information or maybe direct him to websites that have some reference material?

Contact John at: jfluke1@cogeco.ca

New member Devin Brown has been building models for about a year. He emails us wondering if anyone makes 1/48 or 1/32 decals for Billy Bishop's Nieuport 17. If anyone knows of any please let him know, else he will be consigned to hand painting the markings!

Email: devinbrown7766@gmail.com



Social distancing... IPMS style

Virtual Presentations for Interest Groups

by Bill Zuk



A virtual presentation consists of being on or simulated on a computer or computer network where the host and audience attend the presentation remotely. Virtual presentations are becoming more and more common as event planners try to find ways to involve more participants, deliver presentations, training, job fairs, expos, internal meetings and workshop sessions, access resources from afar or bring in expert presenters remotely when they are not able to appear in person.

For interest groups such as IPMS chapters, a virtual connection is an effective alternative to the increasing limits on face-to-face meetings. With video-conferencing, a business meeting can take place, documents are made available, “show-and-tell” sessions can be held and experts or special guests can be on hand.

With the availability of digital devices and electronic connections, the video-conference can extend far beyond the original locale. A recent Zoom video-conference featured participants from Winnipeg, Hamilton, Vancouver Island, Algonquin Park, and Switzerland,

The Case for Zoom

Like many other organizations, the IPMS Winnipeg chapter has been impacted by the effects of the ongoing COVID-19 pandemic. The main ramifications is to limit the number of people-to-people contacts to a maximum of 10 with other social/physical distancing restrictions.

With the same overall concerns of how to maintain interest, a number of different solutions are being considered by IPMS Winnipeg. My recommendations after reviewing a straight teleconference setup, listserv E-mail messages, Skype, Blue Jeans and MS Team, is to look more closely at Zoom, the newcomer in the video-conferencing milieu.

Zoom is a multi-platform (smart phone, tablet, laptop and desktop computer) conferencing tool that has both a free option that allows up to 100 participants to connect for a 40-minute session. Zoom allows users to host meetings, conduct webinars and collaborate on projects. While the higher-level paid plans are ideal for businesses and educators, the basic free plan is a solid option for video chatting with family and friends, and your local model club membership.

Once you sign up and download the computer software or mobile app, you can invite friends via email to join a meeting. Participants don't need an account to join a meeting, but meetings of more than three people have a 40-minute time limit on the free plan.

Another downside is that loading the interface is slightly more complicated than other video-conferencing platforms, but there are literally hundreds of YouTube tutorials on how to use Zoom if you get stuck.

After an initial trial, the results were impressive. The Zoom format is relatively stable, allows for video/talk, voice only or image/slides to be accessed. It only takes one click to start or join any meeting, with easy collaboration and participant controls.

In the short trial session, audio, video and even a slide show was successfully accessed. For modelers in the Valour Road chapter of the IPMS Canada (IPMS Winnipeg) who are looking for a way to reconnect. Zoom may be a quick and easy answer.

You can download the Zoom Mobile Apps for the following: [iPhone](#) or [Android](#) systems or download [Zoom desktop client for meetings](#) on desktop or laptop computers. Try it out, see what you think.

(See page 8 for another Chapter's experience with virtual meetings.)

Clear Prop 1/72 Gloster E28/39 Pioneer "Expert"



by Jim Bates

W4041/G with some of its Gloster design team

Introduction

The Gloster E28/39 was the first allied jet to take to the skies, on May 15, 1941, after both Caproni of Italy and Heinkel of Germany had previously flown jet aircraft. The E28/39 was the product of an Air Ministry specification for an airframe to test the jet engine created by Sir Frank Whittle and his firm Power Jets Ltd. Whittle had been testing jet engines since 1937, but it wasn't until 1939 that Gloster came on board to develop the E29/39. Whittle's Power Jets W.1A centrifugal flow turbojet engine required a rather tubby fuselage and the E28/39 was rather basic; it had no radio nor armament. The tricycle landing gear was a rather novel feature, as two of three jets to beat it into the air were taildraggers. (And initially, at least, the Me 262 also) Two E28/39s were built and they contributed substantially to the development of the jet engine and the jet fighter. Sadly, the second aircraft, W4046/G, had a rather short life, as it was destroyed in an accident only five months after its first flight. The prototype, W4041/G, survived its testing regime and this historic aircraft can be found on display at the Science Museum in London. Oddly, the aircraft is often referred to as the Gloster Whittle and/or the Gloster Pioneer, though these appear to be unofficial names.

The E28/39 in 1/72

To the best of my knowledge there have been three previous injected plastic Glosters in 1/72. The first was a part of the Frog Trail Blazers series. The Frog

kit has an over-scale fuselage (and if I remember correctly, under-scale wings) and certainly is a product of its times being first issued in the 1960s. Much later, Pavla issued a E28/39 which combined short run plastic and resin details. As with most of the Pavla kits I've seen, the plastic was very short run and the resin was excellent. High Planes also issued a short run Gloster, but their kits require substantial experience and much whittling.

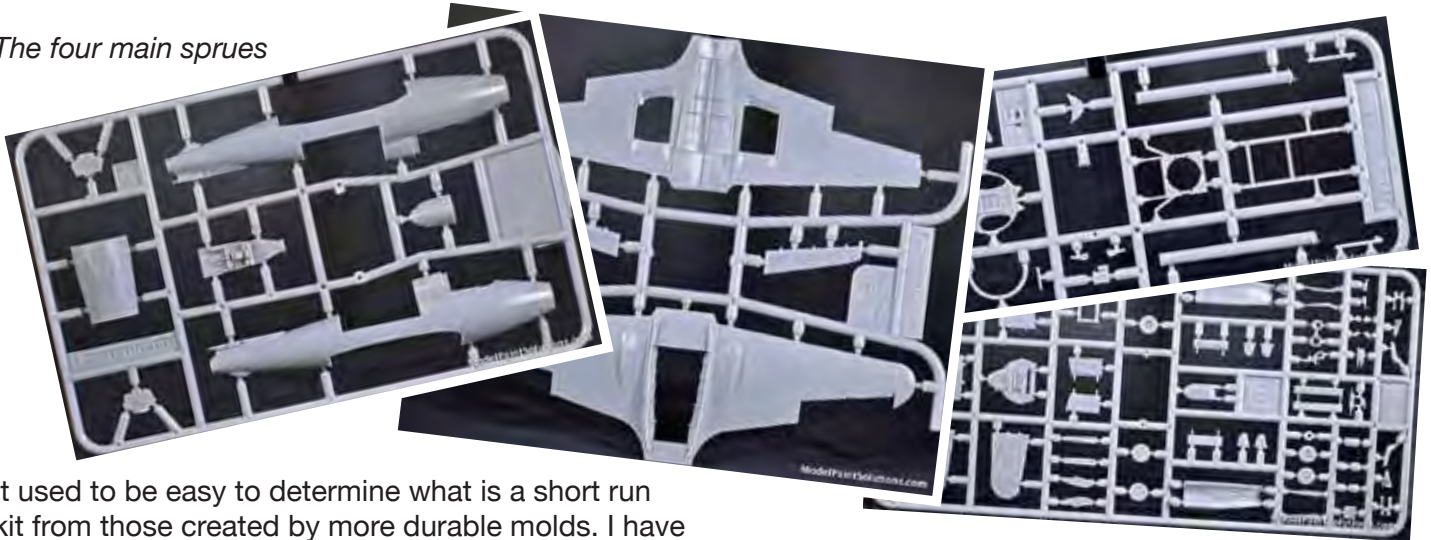
In the Box:



Clear Prop appeared out of nowhere with its first kit – the Gloster E.28/39. (I will refrain from questioning why a company named Clear Prop would issue a jet as its first kit...) Like ICM kits, a nicely illustrat-

ed cover is removed from the stout, plain, white box that then opens to reveal the kit. The contents of the box consist of a resealable bag of four sprues of mid grey plastic, a bag with one clear sprue, a bag of dark grey resin parts, and two bags with three photo etch frets, a mask sheet, a brass pitot tube, and an instrument panel film. Also included is a color instruction sheet and two decal sheets.

The four main sprues



It used to be easy to determine what is a short run kit from those created by more durable molds. I have no idea what kind of mold was used for this kit, but the moldings are impressive. The mostly flash free parts have impressively fine recessed panel lines and well rendered fabric flying surface. Detail is well done, and only two molding flaws were observed. There is a sink mark in the nose gear well, and the control column does have some flash that may be difficult to remove without damaging the finely molded part.

The cockpit includes a two part seat with photo etch belts, the option of a decal or PE/film instrument panel combo. One item that raised my eyebrows was the photo etch guide vanes in the intake. I worry that these will interfere with fit, and glueing such small PE parts could be a source of frustration.

While the rudder and elevators are molded in place, the ailerons are separate. The landing gear are finely molded, but each gear leg consists of multiple plastic parts, along with photo etch and the choice of two part plastic or resin wheels. In 1/72 I much prefer one-piece landing gear. The main landing gear wells are constructed from four plastic and three photo etch parts.

The two canopy options, one with, and one without, a rear-view mirror bulge, are not quite perfectly clear with some distortion evident. Most of the resin parts, and a large portion of the photo etch, are combined to create a tiny, but beautiful, Power Jets W.1 engine.

The engine can be placed into the Gloster, or displayed beside it on a test stand. It would be a shame to hide the engine in the fuselage, so I'm sure mine will end up on the stand!

The inclusion of a brass pitot tube in the box is a nice bonus that I wish more manufacturers would adopt. (I'd be happy to trade all the PE for a brass pitot.)

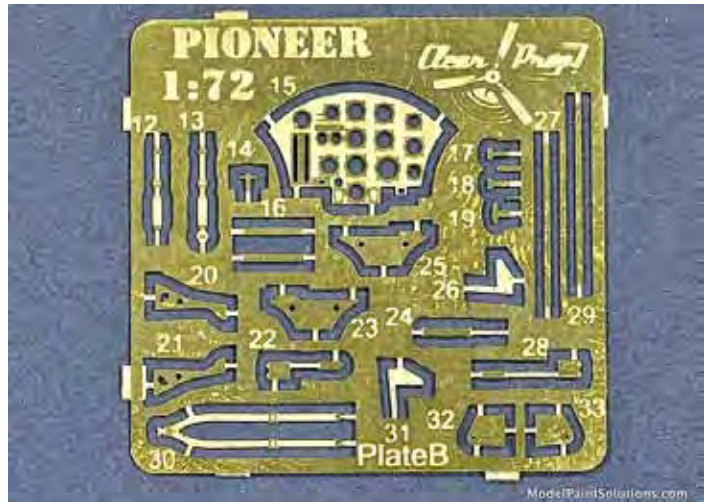
Colour and Markings

Decals are provided to build all of the schemes worn by the Gloster. The original prototype first flew in natural metal with red dope control surfaces. It later wore the Temperate Land Scheme over Dark Green and Dark Earth over yellow and finally in the Day Fighter scheme of Dark Green and Ocean Grey over yellow. W4046/G only carried the Day Fighter scheme during its short life. Both decal sheets are glossy and very colorful, and for some reason four prototype P markings are on the sheets. The instruction sheet looks reasonably clear, but I wish the colour painting diagrams were a tad larger.

Conclusion:

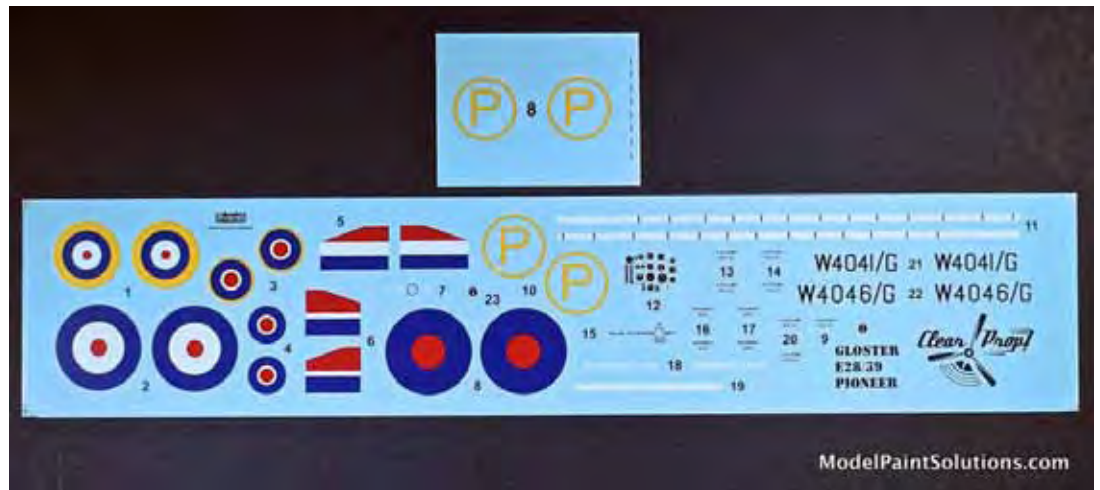
This is an impressive box of parts; though rumor has it that it is a more difficult build than it appears. Clearly this is the best Gloster E28/39 in the scale, but it is a complex multimedia kit of a tiny aircraft. So take care in construction. I ain't no expert, so I'll probably leave out many of the tiny PE parts and, as stated above, my engine will stand beside the model. Maybe I'm not the only one, as Clear Prop have a starter set version coming soon that will consist of just the plastic parts and a small photo etch fret.

Thanks to John Miller of Model Paint Solutions (www.modelpaintsol.com) for taking the photos used in this article.



Above left: The two canopy variants. Above right: One of the three photo-etched frets

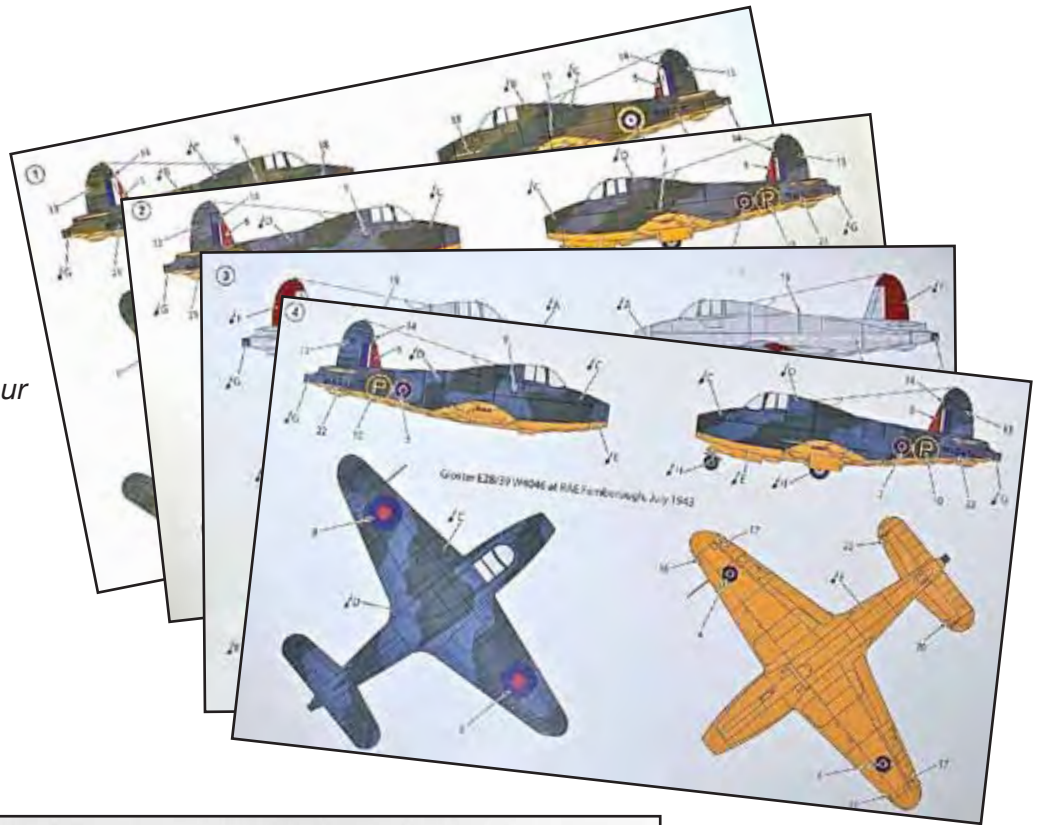
The colourful decal sheet



The very detailed resin engine components.



Colour illustrations of the the four schemes included in the kit.



The original prototype finish of natural metal with red control surfaces.

The sole surviving E28/39 aircraft, now in the London Science Museum.



Meeting Together... Alone

by Gary Barling, Petawawa Chapter

The COVID-19 Pandemic has led to many lifestyle changes over the past few months: stay at home, wear masks, social distancing, get tested...I'm sure that you all are aware of these and other medical and governmental spinoffs of the current situation.

One activity that is virtually impossible to do is the monthly club meeting given the real threat of spreading the COVID-19 virus. After all, how do you get a group together in an enclosed space for, say one or two hours and discuss modelling in all of its mini-topics? The answer, of course, is "You don't" if you value your health and that of other members.

But some individuals and clubs have found a pretty good way of meeting as often as once per week. All that is needed is a computer, a monitor camera and a program to get club members together. Which program? Well, here are a few examples. The IPMS Canada National Executive meets once every month or two using Skype. IPMS UK Farnborough uses (IIRC) Zoom. And IPMS Petawawa uses Messenger and Facebook.

We recommend that club members take a close look to see if one or more of these methods might work for them to organize monthly, bi-weekly or even weekly meetings on line. The social contact is made without the requirement for social distancing. Show off your current project. Ask for examples of various methods, or tips on airbrushing, or what's the best glue for a given task. You'll find yourselves in a virtual room with all members who can join in. Take it from me: I'm a member of the three groups mentioned above and the meetings of all three via internet work exceedingly well. Give it a try!



Above: Members of IPMS UK Farnborough at their 8:30 PM meeting today (3:30 PM for me). Seven on line at this time, and joined by at least three more before I begged off. They also do a "Club Night" meeting in the same way once a month on a Monday night when they would normally have their standard "Club Night."

Right: A smaller group, IPMS Petawawa meet virtually at 10:00 AM every other Saturday. We usually have five or six on line, but four on the day this image was made.



Aleksey Maresyev

the other legless pilot!

Aleksey Petrovich Maresyev was born in 1916 in the city of Kamyshin on the banks of the Volga River. The city was tiny – the main pastimes for teenagers there were walks along the river banks and the occasional movie on display at the local theater. At the time the Soviet government encouraged young people to join amateur aviation and parachute clubs. Young Aleksey was intrigued by one of the films shown about aviation – he was determined that one day he would fly as well.

He attended a vocational school and became a professional lathe operator. He wanted to join the army immediately but the Kamyshin Branch of the Communist Party received an order from Moscow to send one of their best students to the Far East to participate in the construction of the new city of Komsomolsk-on-Amur. Aleksey did not want to go but



many of his teachers warned him that if he refused, any future career would be ruined. One of the doctors finally convinced Maresyev by telling him: “If you go, your blood circulation will be much better and you will have no problems to try aviation later on.” Aleksey agreed.

In 1937, after the work in the Far East, he joined the Red Army. He served in the border patrol aviation unit as a technician – but all he did, according to Maresyev, “was put the tail of the plane into the proper parking position.” A year and a half later he was sent to a pilot school in the city of Bataisk in the south of Russia. It was there that Aleksey Maresyev earned his wings. He graduated from the Military School of Aviation in 1940 – one year before the USSR entered WWII.

In the spring of 1942 between the Seliger and the Ilmen lakes, Soviet troops near the inconspicuous small town of Demyansk surrounded a large group of German troops that did not want to surrender, but provided organized and very strong resistance. On 4 April, in the area which was now called the “Demyansk boiler”, while on a flight providing cover for the bombers, Maresyev’s Yak-1 was shot down. Spotting a still-frozen lake, he tried to make an emergency landing. However, his undercarriage caught the tops of the pines, the aircraft flipped over, and fell into deep snow. Maresyev himself was seriously injured, but was still alive.



Maresyev, wearing his Guards badge and Hero of the Soviet Union medal

For 18 days the pilot, who had injured his feet, tried to make it back to the Russian lines, first walking on crippled legs, and then crawling. Having consumed his onboard rations, he ate what could be found in the forest... tree bark, berries, pine cones, etc. The situation seemed hopeless! Having found himself alone with injured legs in the midst of the endless and dense forest, he simply did not know which way he should go, or rather crawl. How he managed to remain alive, no one knows. In later years he never liked to remember this story and tried not to talk about it. According to him, at that moment he was motivated by an indomitable desire to live.

Eventually, near the village of Plav, he was seen by a man and his son. As Maresyev was in no condition to respond to their questions they returned to the village fearing he was German. Only later, other children from the village found him alive and determined he was a Soviet pilot. The villagers took care of Maresyev for more than a week, but really needed qualified medical assistance. In early May, an airplane landed near the village, and Maresyev was transported to a hospital in Moscow. During his 18-day-long journey his injured and frostbitten legs had deteriorated so badly that both of them had to be amputated above the knee.

Aleksey Maresyev received artificial legs but didn't lose the hope of returning to flying. He spent a year learning how to use his prosthetic devices. Struggling through the pain, he finally learned to walk and



Maresyev with his artificial legs

even dance. Few people could tell at first that Maresyev had no legs at all. Even the doctors at the military commission did not spot his artificial limbs. They were surprised when they found out about Maresyev's bravery and gave the 'OK' on his request to resume flying.



Here Maresyev is in the front cockpit of a Polikarpov Po-2.

He was assigned to the 63rd squadron, but its commander was cautious about Aleksey. For two months Aleksey was only allowed to perform test flights over Central Russia, together with the commander. Finally, he was allowed to "go solo". During one of his first flights he downed three FW-190s. All together, Maresyev completed 86 combat missions and downed 11 Nazi planes.

On August 24, 1943 Aleksey was decorated with the Golden Star of "Hero of the Soviet Union", the highest military award of the USSR. His popularity began to grow and more people wanted to meet him. Among them was a war correspondent for the Pravda newspaper, Boris Polevoy. His meeting with Aleksey inspired him to write the book, "Story of a Real Man". Following the war, the story was made into a feature film of the same name. The composer Sergei Prokofiev even wrote an opera based on it, which was performed at the Bolshoi.

He resigned from active military duty in 1946 and spent the rest of his life helping his fellow combat soldiers. In 1956 Aleksey Maresyev was elected Secretary and in 1983 Chairman of the Soviet War Veterans Committee. His job was to provide assistance to all those who participated in combat actions and were disabled. He was also a member of the USSR Supreme Soviet – the parliament of the country, and he authored of a book about the Battle of Kursk.

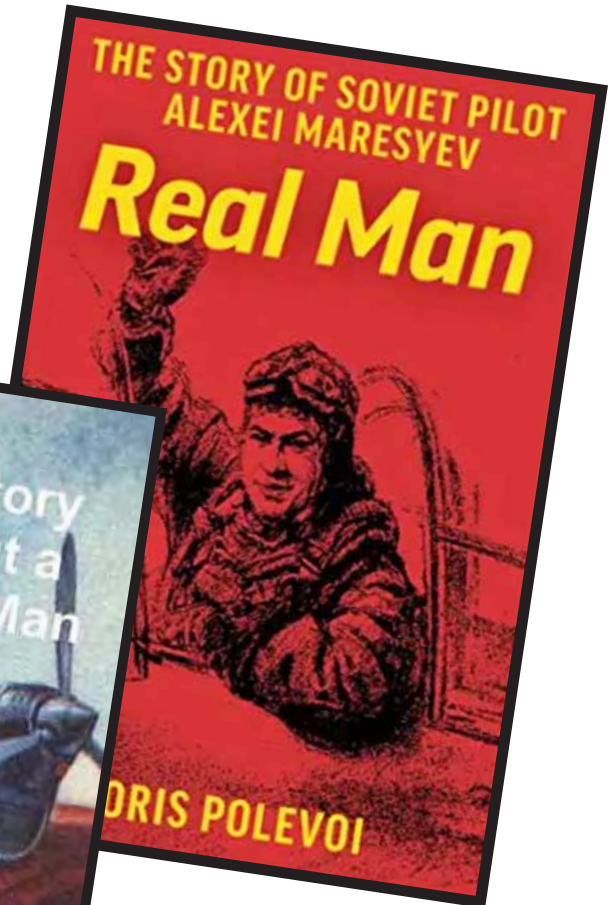
On May 19, 2001, on the eve of Aleksey Maresyev's 85th birthday celebration, hundreds of people gathered in the Central Russian Army Theater to congratulate their hero. They never saw Maresyev again – early in the morning he was taken to a Moscow hospital with heart troubles. An hour and a half before the ceremony he died.



Postage stamp issued in 2016 commemorating Aleksey Petrovich Maresyev.



Maresyev (left) in conversation with the leading allied ace, Ivan Kozhedub, during the plenary session of the Soviet Veterans' Committee in Moscow, 1970.



Several English editions of Boris Polevoy's "Story of a Real Man"

An La-5FN aircraft in Maresyev's markings. It should, however, be in the more period-correct two-tone grey scheme rather than overall grey.



Kovozavody Prostejov (KP) produced an 1/72 La-5F with Maresyev's "white 33" markings. While he may have flown an aircraft like this, Soviet sources all refer to him flying the La-5FN variant.

A selection of La-5FN kits, in 1/72 and 1/48. Interestingly, all are re-boxings of the Zvezda 1/72 and 1/48 kits. None include Maresyev's markings, but these can be assembled from aftermarket items.



Uncommon CAF Aircraft

The Dassault Falcon 20

The Dassault Falcon 20 was a French twin-engined business jet developed in the early 1960s and manufactured by Dassault Aviation. Originally called the Mystère 20, it was the first biz-jet developed by that company, which was well known for its famous Mirage series of fighters and other military aircraft.

The Canadian Forces obtained seven of these aircraft as the CC-117, serialied 117501-117507. Later 117508 was transferred from the Dept. of Energy, Mines and Resources, retaining its distinctive green and gold finish. They were flown by No. 412 and No. 414 Squadrons from 1968-1989.



Originally called the Mystère 20, the aircraft was celebrated in France to the extent that they issued a postage stamp in its honor!

*Below: Possibly photographed on its delivery, aircraft 501 has incomplete fuselage markings – just the **AIR TRANSPORT COMMAND** legend. Bottom is 501 a bit later, in full markings with a 412 Sqn. badge. The Falcons were used primarily for VIP transport.*





Aircraft 501 again.. Here the aircraft is shown as an entrant in the 1971 London to Victoria Air Race, to celebrate the centenary of British Columbia. Note the race number on the fin. Photographed at RAF Abingdon prior to the race.



Above: Aircraft 20504 in the later-style CANADA markings.

Below: Airborne Sensing Unit's aircraft 508 in its striking green & gold scheme.





The old Heller kit – labelled as the *Mystère 20*. Unfortunately it is in the odd scale of 1/100.

Mach 2 produces a 1/72 scale kit which they released in a number of liveries, including one for the CAF. It's a typical "short run" kit, so be prepared for lots of work.



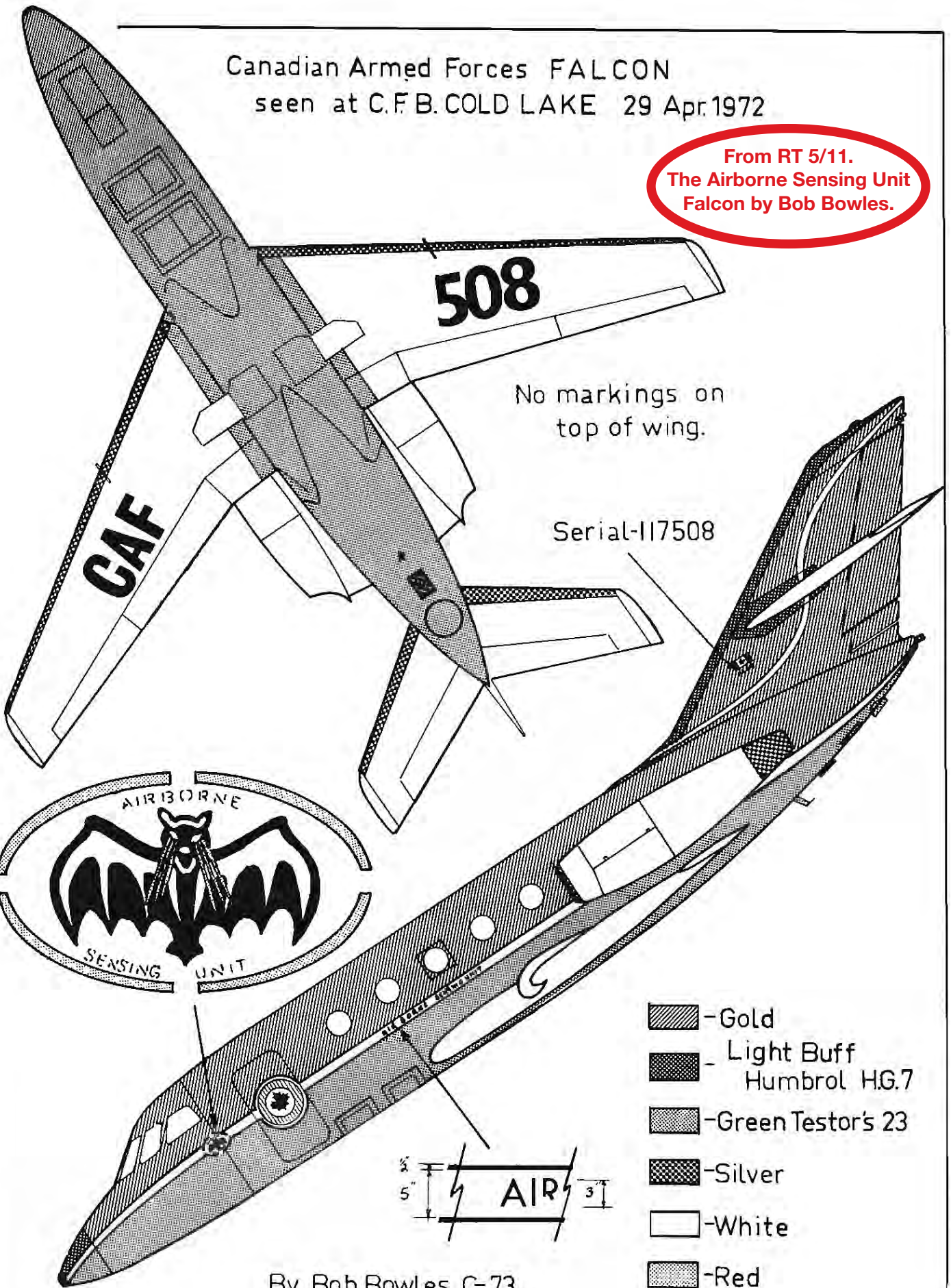
If you don't mind working with a resin kit and all that entails, and can find one, Scratchaeronautics out of Spain has a Falcon 20 in 1/72. It, too, is offered in a number of liveries, including the CAF.

Notwithstanding its company name, the 1/144 kit from F-RSIN is injection moulded, albeit another 'short run' product. It, too, will require some elbow grease.



Canadian Armed Forces FALCON
 seen at C.F.B. COLD LAKE 29 Apr.1972

From RT 5/11.
 The Airborne Sensing Unit
 Falcon by Bob Bowles.



No markings on
 top of wing.

Serial-117508



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Many Canadian charities are responding to help stop the spread of COVID-19 and support communities affected. Charities are working with local governments, WHO, and other agencies to contain the disease, stop the spread, and help those in need. Clicking on this image will take you to a page with many charities. You can browse through them and see which one(s) you'd like to help with a donation. Come on everyone... it's just one less kit... and much more important.

New member **Harold Kiesewetter** in Burnaby is working on a special CF-100 project (which, having signed the IPMS Canada Official Secrets Act we cannot yet divulge). As part of the project he is gathering and assembling information and reference material. So, we ask that any readers who might have relevant Clunk material to please contact him. This might include photos, drawings, colour schemes, walk-arounds, pages copied from manuals, and whatever.

GOT CLUNK?

**If so...
...let us know!**

Send Harold an email at harkie111@shaw.ca, and let him know what you have. Maybe by the next issue of *beaverTales* we can tell you what this is all about!



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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