



Why it's only every issue of RT published from 1964 thru 2015, that's all!

That's right... it's a special USB drive with over 50 years of RT on it in PDF format. Plus, there's an index organized by subject and by issue.

Ever since we discontinued offering RT back issues we've had this project in mind, and now, thanks to a number of members who volunteered to help scan the old issues, it's come to fruition.

How does it work?

It's simple. Just plug it into a USB port and start browsing through the issues. If you like you can download them all onto your computer for even easier access. Start reading through them from day one,



"What is that thing?"

browse through them randomly, or look up specific subjects. It's an entire library on a credit card-sized USB drive.

This RT archive will be available when you read this, and can be ordered on the IPMS Canada website's Shop. – <https://www.ipmscanada.com/shop/>



No more rummaging through piles of old RTs looking for that one article you know is in there somewhere.





National Director

Bob Migliardi

Congratulations to The First of the Many

First, to reiterate a bit of history... IPMS was established in the UK in the early 1960s as the “British Plastic Modellers Society”. In 1963 the name was changed to “International Plastic Modellers Society”, or “IPMS”, both of which are registered and owned by IPMS UK.

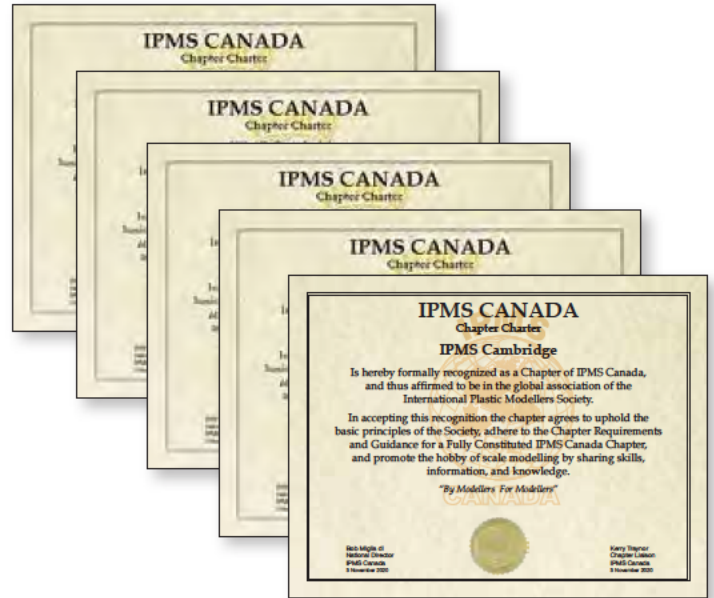
IPMS UK chartered the various international IPMS branches, including IPMS Canada, and conferred upon them the right to use the title “IPMS” and/or “International Plastic Modellers Society” so long as they uphold the principles of the society. It can also revoke the right to use the title.

IPMS Canada received its charter in 1964, and given this endorsement, it then confers the right to use the title “IPMS” upon its local chapters. In years past IPMS Canada used to send charter documents to each of the chapters annually. Keeping track of these annual physical charters eventually became rather unwieldy, and so the tradition was let slide. I suspect that in many chapters their actual charter was lost in the mists of time.

Enter a new era. It’s time to again officially recognize and celebrate all the chapters with a new charter document. 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.

Over the past year new Requirements and Guidance for establishing a chapter were drafted. These were based on IPMS UK’s version with changes to reflect our Canadian situation. Based on the feedback received, it was modified and amended and then sent back to the chapters for their acceptance.

In 1966 **IPMS Ottawa** became the first IPMS Canada chartered local chapter. And now they have done so for a second time, as they were the first to return the signed acknowledgement and Chapter status report. Thus they are the first to receive their new charter document.



BREAKING NEWS

And wait... I’m handed a bulletin even as I write this. Yes... four more chapters have now signed off on the Requirements & Guidance! **IPMS London** is the second chapter to ‘re-up’, followed closely by **IPMS Victoria**, **IPMS Hamilton**, and **IPMS Cambridge**. They, too, will be sent their new charters. Hooray and congratulations to those in these first chapters, IPMS Canada members and non-members alike. We welcome you all. Send us some news of what’s happening in the chapter so we can let everyone know. And if there’s no local chapter in your area but you’d like to start one, contact us and we’ll help you.



IPMS CAMBRIDGE

...on This & That

Kim Elliott emails...

“Just received and read the latest *beaverRTales*. Thoroughly enjoyed it. The Jim Bates review of the Gloster Pioneer was notably good, and is inciting me to acquire one to join my Frog one. Found the article on the Falcon of interest, although I doubt I will purchase any of the kits. Good use of old **RT** illustration! Found the article on Maresyev of interest, although Russian aviation and aircraft are not ones I usually pay much attention to.

“The editorial/articles on PayPal, operating costs, and virtual operations? Ho-hum. Reminds me of reading the CAA magazine. I suppose it’s important to communicate the content, but doesn’t keep me keenly anticipating the next **BT**. Overall, kudos to you and the contributors for getting it out. It might seem thankless at times, but it is appreciated.

“BTW, the local (Cambridge) IPMS chapter has been doing virtual meetings. Can’t report on them as I haven’t been able to participate, usually being at the cottage without Internet (presently at home between visits). Me? I’m taking old kits up to the cottage to assemble and putty, prime, without benefit of references, printed or on-line. Amazing how fast they go together when not distracted by research or uber-accuracy concerns. Make great gifts for the local kids or grand-nephews. Also diminishes the stash. (White primer not my usual – the only available colour at the local hardware store). “



July assembly efforts, waiting for paint and decals.

Hi. I’m looking for the 1/72 Privateer kit by Matchbox and later issued by Revell. It’s been out of production for some time, but maybe someone has one in their stash that they’d part with. I’d even take a built one. I really only need the wings and engine nacelles. Thanks.



Jamie Wilcox, C2948
james.wilcox1956@gmail.com

We’ve received the following email from 714 Wasaga Beach Air Cadets. While we’d like to help them set up a scale modelling program, this really needs to be done by local members – ideally under the auspices of a local chapter. Unfortunately Wasaga Beach is... er... out there in the boonies, and there are no local chapters within reasonable distance. So, if there are any individual members who might be close enough to lend a hand and are interested in doing so, please contact them (and us), and maybe we can get the ball rolling.

“I saw a post on one of the Air Cadet websites in Manitoba about your organization supporting the Air Cadets. Does your organization do that in Ontario? I am with the 714 Wasaga Beach Air Cadets. Thank you.”

Jennifer Purkis
jpurkis@live.com

Stuart Poole, C3720, writes:

“Is there a Canadian alternative to the US based company “Micro Mark”? I am having problems with their website ordering stuff and am looking for a Canadian solution.”

Contact stpoole@xplornet.com

Sorry we’re late with this issue...



...but we wanted to wait until the **RT** archive USBs were ready to go so that we could announce them. They took a bit longer than anticipated, so this originally October issue got pushed back into November. I’m sure you’ll agree it was worth it.

Introduction

When I first saw the Clear Prop TU-143 Reys, I assumed it was “just another” Cold War missile. Turns out, I was very wrong. The Tupolev designed type is an unmanned aerial vehicle and is powered by a jet engine; the Klimov TR3-117. Launched by RATO from a truck, the TU-143 is a short-range reconnaissance UAV with low-level capabilities. After taking photos of the target, it landed by parachute and the camera pod was removed from the UAV. (In later versions a data-link was added so images could be transmitted in real time.) The type was used extensively in the 1982 Lebanon War and over Afghanistan. Over 900 TU-143s were built and they are still in service today. In 2014, a crash landed (or shot down) Ukrainian Air Force TU-143 was discovered by pro-Russian separatists and there is a short video of the UAV on YouTube which illustrates many details of the type. (<https://youtu.be/ic-mUwtFC1Ac>)

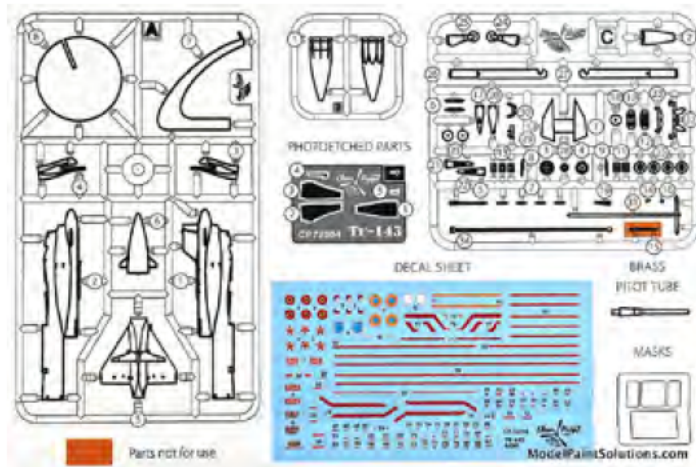
The TU-143 in 1/72

It appears that this is the first 1/72 injection molded TU-143, the only prior kit being a limited run resin kit.

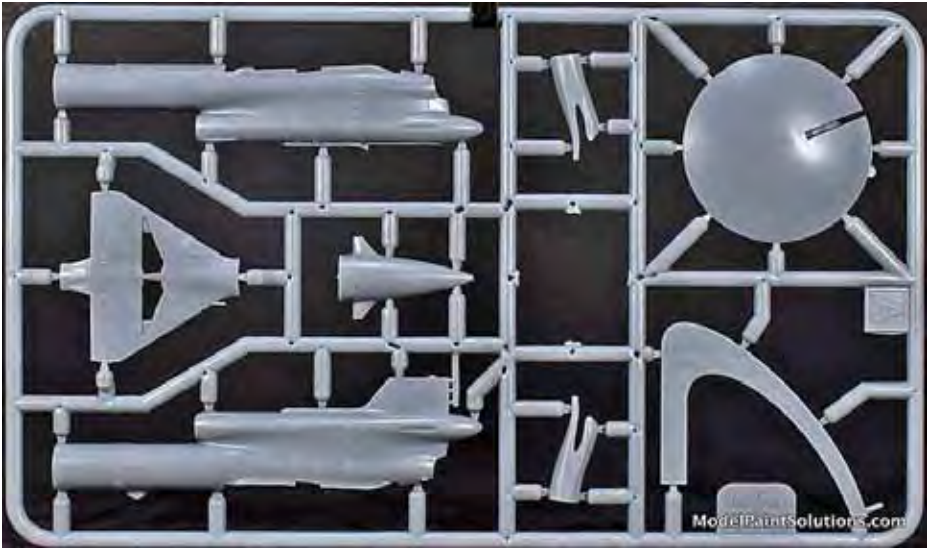


In the Box:

Unlike a few of the other Clear Prop kits I have reviewed, this one is boxed in a side opening box with a rather indifferent (or impressionist) painting on the lid. The contents of the box consist of two sprues of grey plastic, one clear sprue, an instruction sheet with colour painting diagrams and line drawing assembly instructions, a small fret of photo-etch, a masking sheet, a brass pitot tube, and a decal sheet.



As with all of the Clear Prop kits I have inspected, the moldings are impressive. The mostly flash free parts have impressively fine recessed panel lines and some nice rivet detail. You have the choice to assemble the TU-143 on its ground handling trailer, on its landing gear, or in flight with the RATO attached. For the last option a nice little stand is provided. (I grew up on Matchbox and Airfix kits, so I smile every time I see a modern kit with a stand included.) With no cockpit to fiddle with, assembly of the tiny model starts with the fuselage wherein a nose gear well, a three part intake, and exhaust are added. The top nose piece, which includes the canards, is modeled in grey, but you have a choice of two different clear bottom parts depending on the camera setup. The cameras are included and are tiny. Then the two part delta wing is attached along with miscellaneous fairings and antennas, along with the brass pitot tube.. At this point, you need to decide if you want your TU-143 on a cart, on its landing skids, or in flight. If you wish to put it on its skids, additional detail is



my choice would be the Ukrainian Air Force example as it also has a Squadron badge on the tail. The decal sheet looks well printed and includes quite a few tiny stencils. On first blush you wonder how all the decals will fit on the tiny model!. The instruction sheet looks reasonably clear, but I wish the colour painting diagrams were a tad larger. However, it is quite nice that they include four views of each option. Humbrol colour call-outs are provided.

Conclusion:

This is a rather neat kit which should make a nice, albeit small, model.

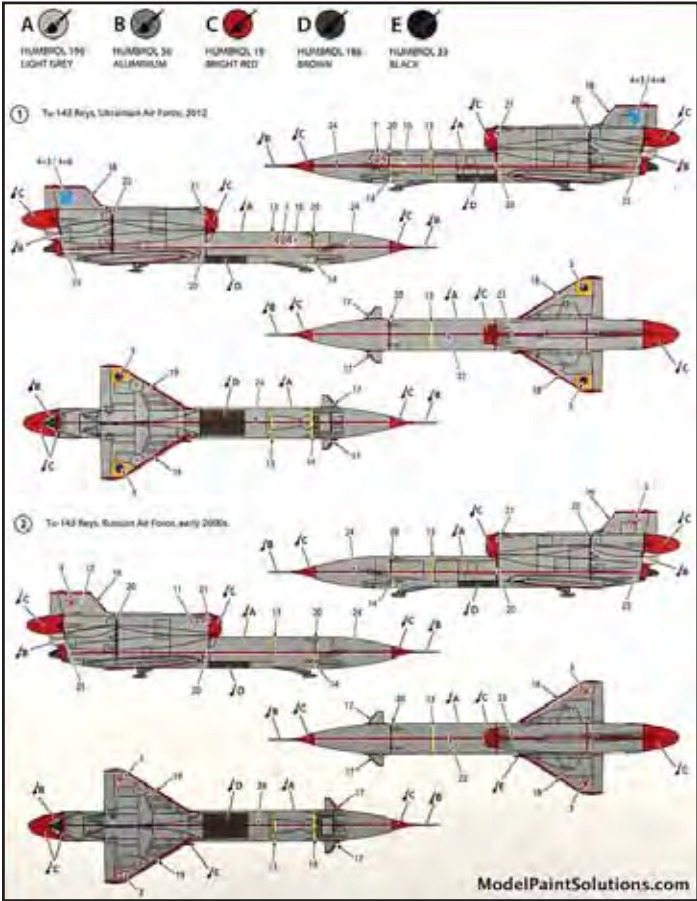
provided on the photo-etch fret. If not, you get to build the eight part trailer or the five part RATO. The final step requires the modeler to engrave a keyhole-like shape on the nose-cone using a template provided on the photo etch fret.

Highly recommended to Cold War and Russian aviation fans.

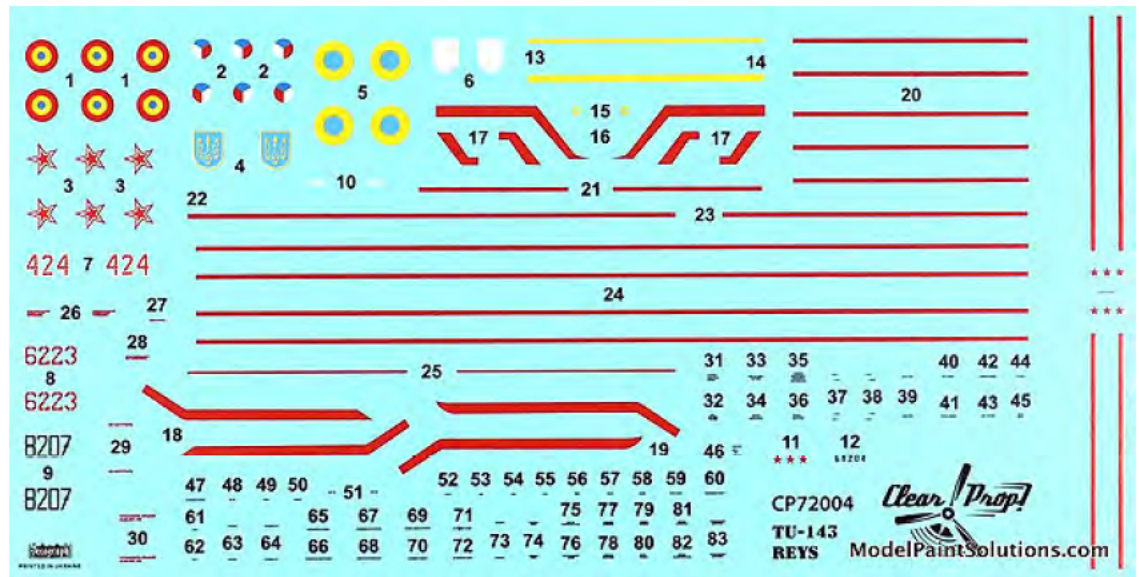
Thanks to John Miller of Model Paint Solutions (www.modelpaintsol.com) for taking the photos used in this article.

Colour and Markings

Decals are provided for TU-143s from the Russian, Ukrainian, Czech, or Romanian Air Force. All are in light grey with red cheat lines and panels. Each option has tiny stars or roundels to apply and



The Tu-143's decal sheet. Note the numerous tiny bits of stencilling.



Loading a Ukrainian Tu-143 onto a transporter vehicle.

Russian Tu-143 displayed at Kubinka in 2017.



Bader and Company

Alastair Reeves sends a follow-up to last issue's article on legless Soviet fighter pilot Aleksey Maresyev.



During our November meeting, Squadron Leader Douglas Bader's name was brought into the discussion. As we know the famed fighter pilot was disabled — a double leg amputee as a result of a flying accident. For those of us living west of the English Channel, Bader is no doubt the most famous 'legless' fighter pilot of the Second World War era, but can you name others?

Group Captain Douglas Bader

A pre-war career officer in the RAF, Bader crashed in December of 1931 while doing unauthorized low-flying aerobatics in his Bristol Bulldog biplane. As a result of the crash, he lost his right leg above the knee and his left leg below the knee. In spite of proving to the authorities



that he could still fly with his prosthetics Bader was forcibly retired from the Air Force. Although medical reasons were cited for his forced retirement, the real reason was likely that the Air Force didn't know what to do with a legless fighter pilot.

With the outbreak of the Second World War, Bader re-enlisted in the RAF as a fighter pilot. He rose through the ranks quickly for he was a charismatic leader and a brilliant fighter tactician. Bader was one of Churchill's 'Few' during the Battle of Britain. In 1941, Bader was downed in France and taken

prisoner. Considerable debate exists as to whether Bader was a victim of Friendly Fire in this incident: regardless, he remained a Prisoner of War and an annoying burr in the side of the Germans until liberated in April 1945. Bader ended the war with the rank of Group Captain and with 22.5 air victories.

In 1976, Queen Elizabeth II conferred the title of Knight Bachelor on Douglas R. S. Bader "for services to disabled people". In the post-war years Bader joined Shell Petroleum Co., and became the Managing Director of Shell Aircraft Ltd. (England). Bader died in 1982 at 72.

Colonel Alexei Mares'ev

(Note: his name can also be seen written as Maresyev; this is due to transliteration from the Cyrillic alphabet. The same applies to the other Soviet pilots, whose names you may see spelled differently in various sources.)

Alexei Mares'ev worked as a lathe operator before joining the Russian Army in 1937. He



applied for flight training and became a fighter pilot in the Russian Army Air Force (VVS) in August, 1941. By March 1942, he had shot down 4 German aircraft over Germany's so-called 'Eastern Front' (Western Front to the Russians). While flying a Polikarpov I-16, Mares'ev himself was shot down in April of 1942

over enemy held territory. He received serious lower leg injuries in the crash. At the time of his crash he had four aerial victories.

Depending on references cited, Mares'ev was either captured by the Nazis and then escaped, or evaded capture altogether, after crashing. In any case, it took him 18 days of crawling on hands and knees to make it back to friendly territory. In the intervening time, gangrene had established itself in his injured legs — both legs were amputated below the knee.

Persistent and determined of character, Mares'ev passed his flight check with his prosthesis in February 1943. In June 1943, he was posted to a fighter regiment and participated in the Battle of Kursk. In August of 1943, he shot down three Fw-190s in one day.

Mares'ev was awarded the Gold Star of the Hero of the Soviet Union (HSU) during the war. The wartime awarding of the HSU was the Russian equivalent of winning the Victoria Cross. Mares'ev flew 86 combat missions and is credited 11 victories.

In 1956, Mares'ev received his PhD. in History and worked for the Soviet War Veterans Committee. Later, he became a member of the Supreme Soviet.

Similar to Douglas Bader, Mares'ev's story inspired a book by Boris Polevoy and later a motion picture. Unlike Bader, Mares'ev had an opera written about him by Sergei Prokofiev. There was also a major Russian documentary film made about his life. His name is seen on many official buildings within Russia. Alexei Mares'ev died in 2001, one day shy of his 85th birthday.

Major Leonid Belousov

A Ukrainian by birth, Leonid Belousov became a fighter pilot in 1935 flying for the Soviet Navy Fleet Air Arm (Baltic Fleet). As a result of a fiery crash in February 1938, he was burned severely and underwent nearly forty reconstructive surgeries during his 426 day stay in hospital. Belousov returned to flying fighters during the Russo-Finnish war (1939-1940) serving in the Hanko Penin-



sula area. Later, against the Germans, he flew in defence of Leningrad providing vital air cover protecting the "Road of Life" carrying supplies across Lake Ladoga to the besieged citizens of Leningrad. He was severely wounded in combat in December 1941.

Belousov was soon back flying combat missions but an infection had set in his legs; in early 1942 both legs were amputated. He had 3 aerial victories against the Germans at this time.

Major Belousov returned to his Air Regiment in 1944 and flew an additional 40 sorties adding another 3 E/A to his score before the end of the war. During the two wars (Russo-Finnish and Great Patriotic War against Nazi Germany) Belousov flew some 300 sorties.

Poor health forced him to retire from the military shortly after the war. In 1957, along with many other patriots, he was awarded the watered-down title: Hero of the Soviet Union (HSU). After the war Belousov worked on river transportation and headed the first fleet of taxis in the city of Leningrad. He was extremely active also with the local aero club in Leningrad.

Leonid Belousov died in 1998 at the age of 89. Numerous schools and factories in the Leningrad area are named in his honour.

Captain Zahar Sorokin

(Note: again, the spelling of his name may vary due to transliteration from the Cyrillic alphabet)

Sorokin was another Ukrainian serving with the Soviet's Northern Fleet Air Arm as a fighter pilot. After scoring his 5th and 6th German kills with a MiG 3, he was forced down in the northern tundra. Both of his feet were severely frostbitten

during his six-day ordeal making his way to the nearest village. As a result of these injuries, both feet and legs below the knees were amputated.



After being fitted with prosthesis he returned to active flying duties again as a fighter pilot. Sorokin shot down a further five German aircraft before the end of the war, bringing his total to 11. During the latter part of the war he flew one of the American Bell P-39 Airacobras that were sent to Russia under the US Lend-Lease program. Among his medals received, Sorokin was awarded the somewhat diluted post-war Gold Star of the Hero of the Soviet Union (HSU). Numerous HSU medals were presented during this post war splurge to recognize deeds of valour during the Great Patriotic War (the war with Nazi Germany). There is a large Ukrainian ship — a factory-trawler — named in his honour.



M. V. Zahar Sorokin, gros tonnage: 7 765 tons.

Flt. Lt Colin Hodgkinson

The son of a decorated First World War fighter pilot and later, a Second World War Wing Commander (Intelligence), Hodgkinson joined the Royal Navy, Fleet Air Arm. He was assigned to the aircraft carrier, H. M. S. Courageous. In 1939, as a Sub-Lieutenant, Hodgkinson was on a blind flying exercise in a De Havilland Tiger Moth when his aircraft was involved in a mid-air collision. His instructor was killed in the ensuing crash and Hodgkinson sustained serious injuries that resulted in both legs being amputated. As a result of serious facial injuries also received in the crash, Hodgkinson became a patient of the famous plastic surgeon, Sir Archibald McIndoe.



After the amputation of his legs, he was re-assigned as a Ground Control Officer in the Fleet Air Arm. With only 14 ½ hours flying time on the De Havilland Tiger Moths, Hodgkinson persisted in his desire to fly and by 1942 he was back flying Fairey Swordfish. Colin 'Hoppy' Hodgkinson was transferred into the Royal Air Force in 1943 and wound up flying Mark IX Spis. Somewhat leery of ending up in the English Channel, Hodgkinson filled his artificial legs with ping pong balls for extra flotation. A humorous incident ensued; at altitude, these ping pong balls started exploding giving the impression that he was being attacked by an enemy aircraft.

As a result of an oxygen malfunction in his aircraft, Hodgkinson crashed in France where he was seriously burned. He spent the next 10 months as Prisoner of War before being repatriated in a prisoner exchange. Back in England, Hodgkinson came again under the skilled knife of Dr. Archibald McIndoe as one of the 'Guinea pigs' in his burn unit.

Colin Hodgkinson returned to flying duties as a ferry pilot. During the war, he scored two victories, both Fw-190s. After the war, Hodgkinson ran a successful Advertising and Public Relations firm. With his hand still in flying, he flew for a time DH Vampires with the RAuxAF. In 1957, Hodgkinson wrote a book about his experiences: *Best Foot Forward*. Colin 'Hoppy' Hodgkinson died in 1996 aged 76.

Trivia: of the five 'legless' fighter pilots of the Second World War era, three were Naval pilots (Belousov, Hodgkinson, Sorokin).

Although technically not a double leg amputee, another Russian pilot is worthy of mention.

Major Georgiy Kuzmin

On 19 November 1941, Georgiy Kuzmin's plane was struck by anti-aircraft fire while flying in the Bryansk Region near the Belarus border. With the aircraft badly damaged and on fire, Kuzmin crash landed in a snow-covered field in enemy held territory.

Injured in the crash-landing, he crawled away from the wreck



and was found and aided by the local farmers. In his attempts to return to his own lines, he was taken prisoner by the Nazi troops. He escaped German custody and wound up fighting with local Soviet partisans for about a month before finally reached the Soviet military lines.

Kuzmin's feet were in such bad shape that the Soviet military doctors were forced to amputate his left

foot and around 1/3 of his right foot. After rehabilitation and being fitted with prosthetic shoes Georgiy Kuzmin obtained authorization to resume his flying duties and was appointed Squadron leader. He returned to aerial combat over Stalingrad. With 19 aerial victories to his credit, Georgiy Kuzmin was killed in action on 18 August, 1943. He is recognized as one of the great Soviet air aces.

SMW CANCELLED



In case any of our members had planned on attending IPMS UK's Scale Model World this year, you probably know by now that it has been cancelled

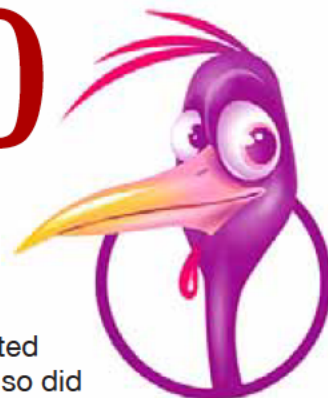
until next year. (You know it's serious when the info header is an model of the Grim Reaper (beautiful model though it is)!



Modelling contest – North Korean style!

A (VERY) RARE BIRD

Mil Mi-17s of the Canadian Forces!?



Back in 2008, Canadian forces operating in Afghanistan realized they lacked medium-sized strategic lift helicopters. They therefore decided to purchase CH-47D Chinooks from the US. While the transaction was negotiated and pushed through, Ottawa decided to lease several Chinooks from the USAF. Unfortunately, jumping through all the administrative hoops took time and the Canadian troops in Afghanistan needed a good suitable helo ASAP.

This is how... very very quietly... the RCAF leased 4 Mi-17V5s from Russia in 2009. They were discretely renamed CH-178 in the Canadian inventory. The 4 units were first exclusively flown by the 427 Special Operations Aviation Squadron (427 SOAS), but soon enough, the CH-178 began flying both combat and transport missions with all Canadian units deployed in Afghanistan.

The Hip (NATO code name) was considered well suited for Afghanistan's harsh climate, with its dust and high altitude operations. Pilots and maintenance crews appreciated the Mi-17V5 cum CH-178 as a robust and capable aircraft which was also cheaper to acquire and operate than the Chinook. Back then,

several US units also operated the Hip in Afghanistan, and so did the Afghan Armed Forces. In fact, the armed forces of 77 countries used it! However, when pictures of Canadian operated Russian choppers appeared in the press in 2010, the government was embarrassed.

What bemused the public and the press was not really that the RCAF was flying Russian copters – everyone agreed the Mi-17 / CH-178 was a good machine. What was underscored was that Canadian troops had been sent to Afghanistan without the required hardware to fulfill their mission. Only after they were deployed did the government start scrambling for resources to rectify the situation. And all the way through this process and even after a solution had been found, both the Government and the RCAF tried to hide the facts from the public.

The government carried on refusing to discuss the matter, even after the press published several articles on the subject, accusing the Canadian procurement system of being dysfunctional. Nevertheless, the four Canadian CH-178 / Mi-17V5 continued to



operate in Afghanistan until 2011 after which the lease was terminated as the first leased Chinooks arrived. The cover-up continues to this day... you won't find any mention of those helicopters on the 427 Special Operations Aviation Squadron Wikipedia page or official website and it does not appear on the official history of this outfit and it's listing of previously operated equipment.



Modelling the elusive CH-178

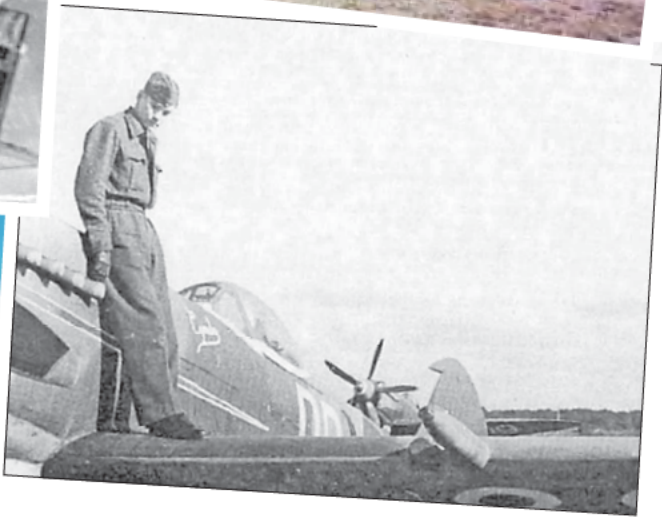
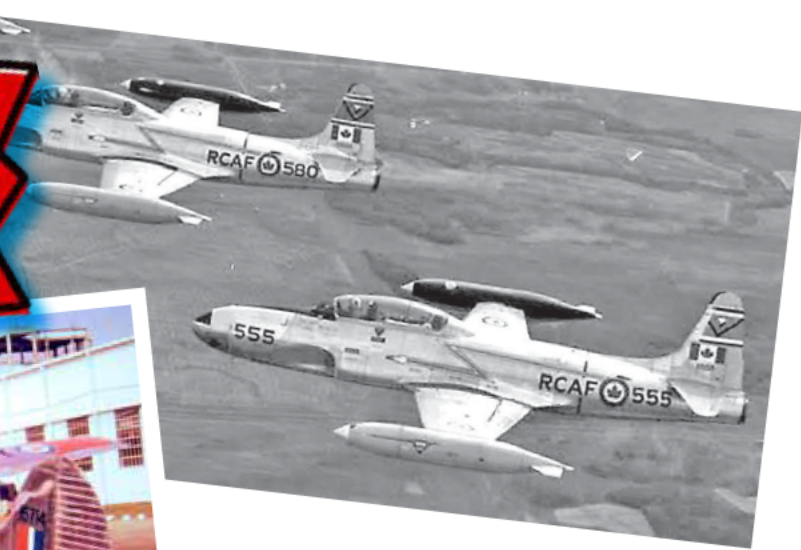
With a bit of work it is possible to add this rare bird to your RCAF aviary. Kits of the Mi-17 are available in 1/72 and 1/48 scales, though you may have to search online among overseas vendors or Ebay. Zvezda makes a 1/72 kit, as does Italeri. 1/48 will take a bit more searching. A resin kit was produced by AWC, and an injection-moulded kit by Annetra (I know... I never heard of them either!).

The big question is just what colour are the copters and their markings. Lacking any specs all we can do is present a couple of hard-to-find photos that

you can try to approximate. Is it an 'official' Russian camo colour? Were they repainted by the Canadians? And what of the markings...? We do know that most markings were applied with stencils, so we can assume the Mil's were done in a similar way. The colour is very 'low-vis' (just look at how difficult they are to see in the photos), and was probably mixed by eyeball at application. I would suggest experimenting with black and grey low-vis markings, misted with the airframe sand colour to approximate the effect seen in the photos. Or maybe you can try to make a 'one-off' custom decal sheet and sell the extra markings. Let us know what you did and we'll pass it on to the rest of the members.



COMING SOON
in your RT



The Supermarine S.5 and the 1927 Schneider

Note: This article first appeared in RT Vol. 23, No. 4. It has been edited to include information on available kits. It is an example of the material that can be found on the RT archive USB (see page 1).



by Bill Devins

Reginald Mitchell's Supermarine S.5 marked a return to a conservative approach to creating a high-speed seaplane racer. After the failure of his innovative cantilever-wing Supermarine S.4 in 1925, Mitchell took stock of the lessons learned and started an extensive research program. Like Macchi's Mario Castoldi, Mitchell concluded that a braced thin-airfoil "three-cell" arrangement of fuselage and two floats gave the best chance of success. While Castoldi's Macchi M.39 was winning the 1926 Schneider, thus preventing the Americans from ending the competition series by permanently retiring the trophy, Mitchell and his team were conducting wind tunnel tests on various configurations. They ultimately settled on a wire-braced low-wing racer, with metal fuselage and twin floats, and plywood-covered plane surfaces.

While the Italians had also designed a brand-new powerplant for their M.39, the English stuck with the Napier Lion 12-cylinder engine of a "broad-arrow" (W-12) configuration consisting of three banks of four cylinders each. An earlier version of this engine had powered Supermarine's first Schneider entrant, the Sea Lion I biplane flying-boat of 1919, and another had pushed the similar Sea Lion II to victory in 1922. Progressively upgraded from 450-hp to 900-hp in its VIIA version, the Lion also had its frontal area reduced to a bare minimum. The direct-drive Lion VIIA would power the first S.5 (219), while the geared 885-hp Lion VII B drove the other two S.5s (220 and 221).

The reduced engine frontal area permitted Mitchell to create a fuselage of absolutely minimal cross-section for the S.5. The three cylinder banks were very closely cowled, with the fairing for the centre bank extending back to form the windscreen and headrest fairing, which leads right into the fin. The cockpit was so small that the pilot sat on the floor with his shoulders against the inner coaming, matching his "cross-sectional area" with that of the engine!

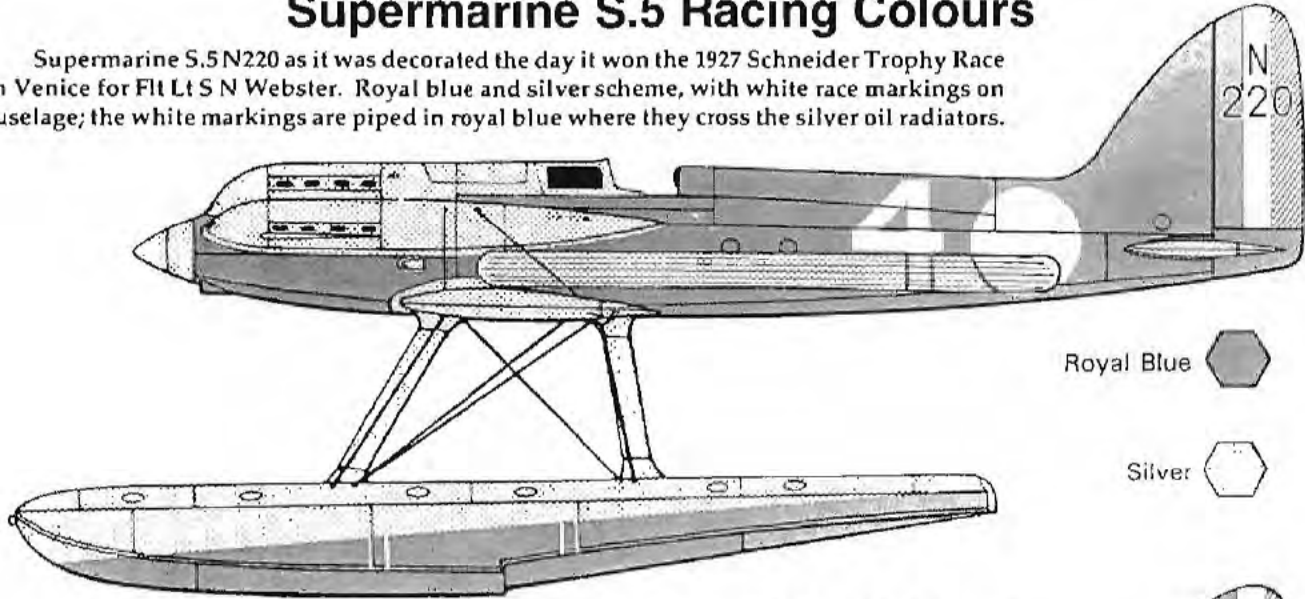
With such a narrow fuselage, most of the fuel for the thirsty racing engine would have to be stored in the floats. For N219, Mitchell lengthened the starboard float a few inches to contain additional fuel, but this was found to be unnecessary and the floats on the other two machines were of the same size. Mitchell was aware of the problem of heavy torque on takeoff which had also plagued Castoldi. The Italian designer had used the aerodynamic fix of extending the port wing and thus providing more lift on the port side to keep that float from digging in during the takeoff run. The English engineer chose a hydro-dynamic fix, putting all the fuel in the starboard float to make the port one more buoyant, and then moving the port float eight inches closer to the fuselage to put that buoyancy nearer to the centre of gravity. All this made the port float much less likely to dig in.


To maintain streamlining, Supermarine elected to incorporate flush airfoil radiators as had both Curtiss and Macchi before them. They went one better by putting the water-carrying corrugations on the inside surface of the radiators, which left a smooth sheet exposed to the airstream. This reduced the wetted area of the wings and improved airflow over them. These thin hollow radiators were screwed into the wooden wing airfoil surface. Hot coolant left the engine and was piped to the wing trailing edge, from where it flowed through the radiator plates to the leading edge, and was then returned, somewhat cooler, to the engine. Flight testing revealed the need for additional cooling, which was accomplished by adding a pair of ram-air scoops beneath the forward wing roots. The oil radiators were long corrugated steel sections built into the fuselage sides. Hot oil traveled down one cooler, through a filter and into a tank behind the pilot, from where it moved through the second cooler and back to the engine.

While the English had been fortunate to have an Italian victory in 1926 extend the competition for the

Supermarine S.5 Racing Colours

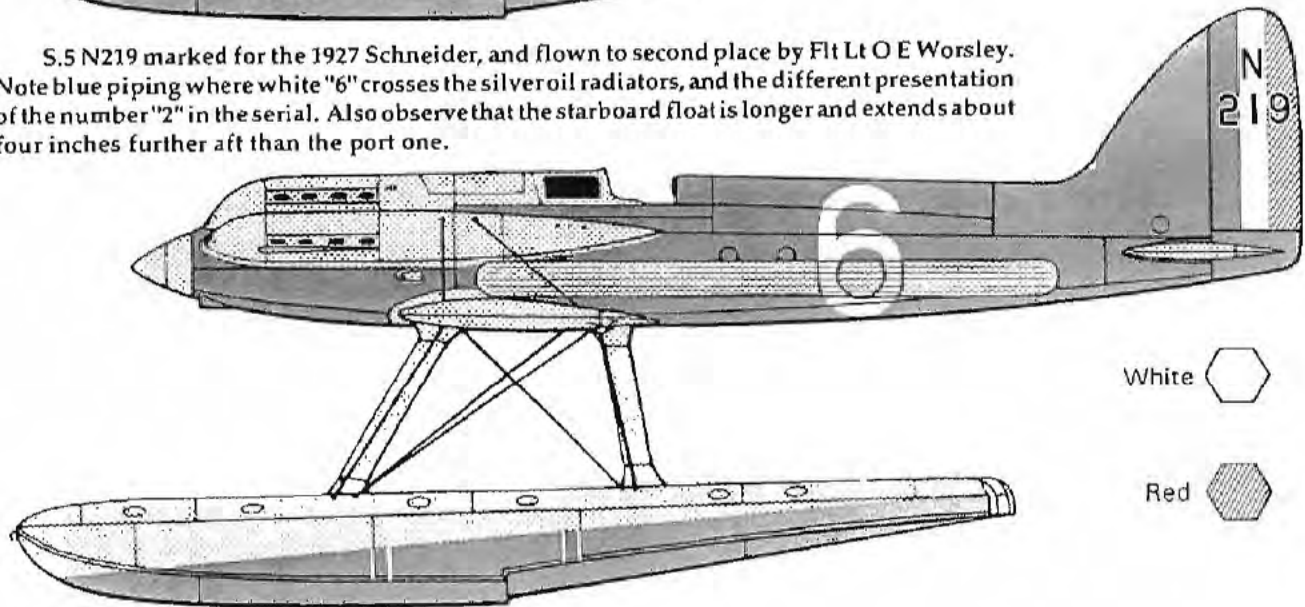
Supermarine S.5 N220 as it was decorated the day it won the 1927 Schneider Trophy Race in Venice for Flt Lt S N Webster. Royal blue and silver scheme, with white race markings on fuselage; the white markings are piped in royal blue where they cross the silver oil radiators.




Royal Blue 

Silver 

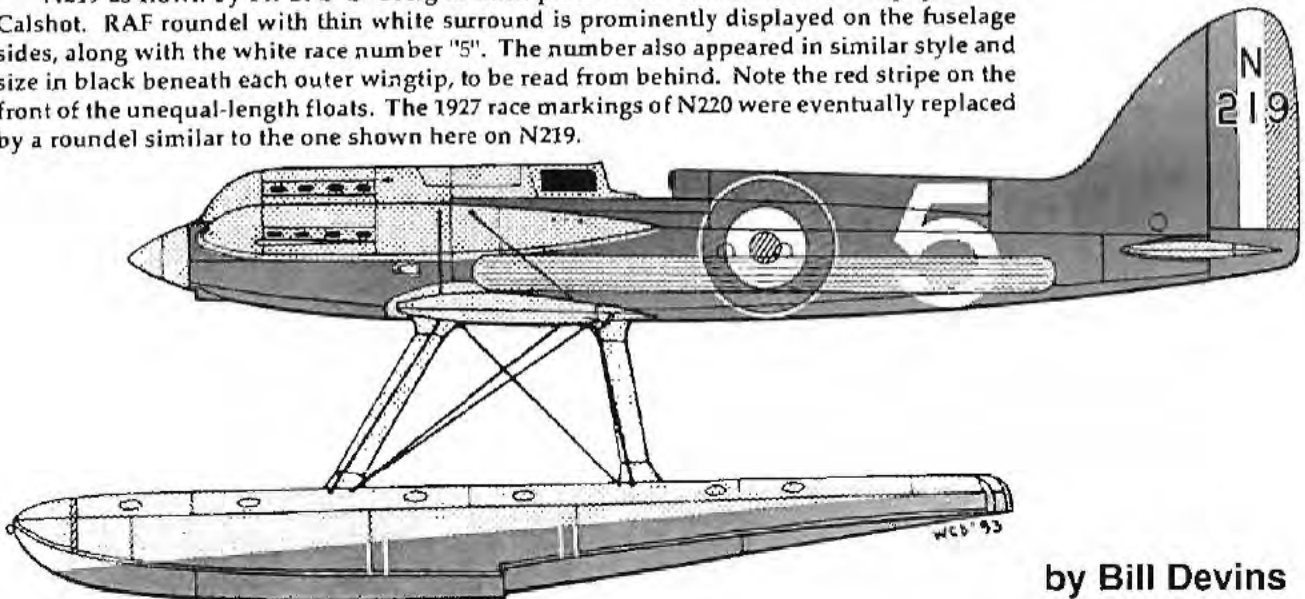
S.5 N219 marked for the 1927 Schneider, and flown to second place by Flt Lt O E Worsley. Note blue piping where white "6" crosses the silver oil radiators, and the different presentation of the number "2" in the serial. Also observe that the starboard float is longer and extends about four inches further aft than the port one.



White 

Red 

N219 as flown by Flt Lt D D Greig to third place in the 1929 Schneider Trophy race at Calshot. RAF roundel with thin white surround is prominently displayed on the fuselage sides, along with the white race number "5". The number also appeared in similar style and size in black beneath each outer wingtip, to be read from behind. Note the red stripe on the front of the unequal-length floats. The 1927 race markings of N220 were eventually replaced by a roundel similar to the one shown here on N219.



by Bill Devins

steel sections built into the fuselage sides. Hot oil traveled down one cooler, through a filter and into a tank behind the pilot, from where it moved through the second cooler and back to the engine.

While the English had been fortunate to have an Italian victory in 1926 extend the competition for the Schneider Trophy, they had put the intervening time to good use. The parsimonious government had finally been persuaded to back the efforts of its aero industry. As a result, the newly-formed RAF High Speed Flight went to Venice for the 1927 edition with the best prepared and most well tested team ever sent to a Schneider Trophy contest by any nation. The English challengers included three Napier Lion VII-powered Gloster IV biplanes and the Bristol Jupiter radial-engined Short Bristow Crusader monoplane, along with two Supermarine S.5s. The defending Italians provided the only other competition; their new Macchi M.52 was a development of the previous year's M.39, with relatively untried I000-hp Fiat A5.3 engines.

September 25, 1927 was race day. Each nation was permitted three entries in the tournament. With the loss of the Crusader during trials, the Gloster IVB and both Supermarine S.5s were selected by the RAF to represent England against the three Italian Macchi M.52s. Unfortunately for the Italians, troubles with the still unperfected Fiat engines forced the retirement of all three Macchi seaplanes. The Gloster entry suffered a similar fate, but Flt Lt S N Webster brought N220, with the geared Lion VHB, home at 281.66 mph, followed closely by Flt Lt O E Worsley in the direct-drive N219 at 273.01 mph. During the race, Webster set a 100-km dosed circuit seaplane speed record of 283.66 mph, the only world record ever held by the S.5.

With this stirring triumph of men and machine, England laid a claim on the Schneider Trophy that she would never relinquish. Mitchell would use his experience with the S.5 to develop the larger all-metal S.6, and he would abandon the old faithful Napier Lion in favour of a new Rolls-Royce racing engine of 1900-hp. This marriage would ultimately result in the annexation of the Coupe d'aviation Maritime Jacques Schneider by the uncontested S.6B in 1931, 18 years and 13 meets after the first event. It would also lead to that most famous mating of Reginald Mitchell machine and Sir Henry Royce powerplant in the Supermarine Spitfire.

There are some postscripts to the story of the Supermarine S.5: On March 12, 1928, Flt Lt S M Kinkead took N221 aloft at Calshot in an attempt to better

the absolute world speed record of 296.94 mph set by Major M deBemardi a few weeks after the 1927 Schneider in a Macchi M.52. Nearing the beginning of the 3-km measured course, the S.5 dove into the sea near Calshot Light, Kinkead losing his life. In 1929, 219 ran as a backup in the Schneider Trophy race won by the S.6 247, finishing third at 282.11 mph for Flt Lt D D Greig. The maximum speed achieved by the S.5 was 319.57 mph in 1928; with the Schneider-inspired development of seaplane technology, even that velocity was not good enough for a world record. Ironically, Schneider himself died in poverty and obscurity in 1929, at the height of the aeronautical advancements his prize had inspired. From 1927 through 1935, the world absolute speed record was held by a seaplane – the final legacy of Jacques Schneider and his desire to nurture maritime aviation.

References:

1. Andrews, C F & Cox, W G. The Supermarine S.4 - S.6B (Profile No 39), Leatherhead Surrey UK: Profile Publications Ltd 1965.
2. Moldon, D. The Schneider Trophy Contest 1913-1931, Winchester Hamps UK: Schneider 81 1981.
3. Monday, D. "Britain Captures Schneider Trophy" Air Enthusiast Quarterly/Seventeen, Dec 1981-Mar 1982.
4. Munson, K. Flying Boats and Seaplanes Since 1910, NY: MacMillan 1971.



S.5 models are available from AMP in both 1/48 and 1/72. Be advised that they are limited-production kits, with all the work and problems that implies.



NEW!
1/48
MORE
ANG Mustangs

1/48
Starfighters
in Combat
reprint

ILIAD DECALS
See all our decals on our website! www.iliad-design.com

SUPPORT YOUR
LOCAL
HOBBY SHOP
In a time of COVID-19 restrictions

GOT CLUNK? *If so... let us know!*

As was mentioned in the last *beaveRTales*, member **Harold Kiesewetter** in Burnaby, BC 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... photos, drawings, colour schemes, walk-arounds, pages copied from manuals, and whatever. 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



Canadian Silver Stars
The CL-30 'T-Bird' in Canadian and Overseas Service 1951 - 2005

Patrick Martin and Bryan Volstad
 Published by AirDoc

Foreword by 'Turbo' Taring
 A4 size, soft cover, colour, perfect bound,
 230+ pages, colour profiles, more than
 300 photographs.

Twenty plus years in the making, this is
 the complete story of the Canadair built
 Silver Star, from its introduction in 1952
 to the final retirement from the CAF in 2005.

This title also includes the story of the
 thirty Lockheed T-33A aircraft used by
 the RCAF and all those later exported to
 Bolivia, France, Greece, Portugal and Turkey.
 Chapters include: Development, Selection,
 Getting the Program Going, Production,
 Canadian Conversions, Canadian Service,
 Canadian Finish & Markings, Exports, Unit
 Histories, Airframe, Appendices which includes
 a history of each of the 30 Lockheed built
 aircraft and the 556 aircraft built by Canadair.

Contact information:

Pat Martin, 20534 50th Avenue, Langley, B.C., V3A 5P5

or at 104655@telus.net \$75 includes postage in Canada (Paypal accepted) - outside Canada - please contact us for details.

Shipping at the end of November 2019



www.hobcen.com

613-288-1299

*"...the best selection of plastic
 model kits in the city"*
 - The Ottawa Citizen



6-33 Royden Place, Ottawa, ON K2E 1A3

THUNDERBIRD MODELS

Plastic kits, flying models, paints, tools, decals & accessories!

10% discount to IPMS members

www.thunderbirdmodels.com



MMPBOOKS
www.mmpbooks.biz

MMP Books is pleased to offer
 a 10% discount to
IPMS Canada members.

On checkout enter discount code
IPMSCanadaut956





Aviation History by Design & Illustration

- Decals n' Docs
- Publications
- Aircraft Profile Art
- Research & Consultation
- Editorial & Illustration
- Historical Interest

Past and present, SkyGrid Studio research, consultation, editorial, and graphics services have been engaged by noteworthy companies and organizations such as Airfix, the Canadian Aviation Historical Society, Linden Hill Decals, Corgi, Eagle Editions, Zets Decals, the Canadian Aviation Heritage Centre, the Fox Moth Museum, AirDoc, Vintage Wings Canada, Dundurn Press, and University Press of Kansas. Good company, no? and all...

What we make (== •) is firmly underpinned by what we do (== •). Go to our website at www.aviaology.com to sign up for our newsletter. Go to our eBay shop at stores.ebay.ca/Aviaology to see what's still available. You'll be in good company.

FLIGHTDECS

Your one-stop shopping site for Aircraft decals.

We carry all major and most smaller brands in 1/72, 1/48, and 1/32 scales.

Tel: (807) 768-1586
 Fax: (807) 768-1597
www.flightdecs.ca



FLIGHTDECS
 244 Masters Street
 Thunder Bay, ON
 P7B 6L5 Canada



KESTREL PUBLICATIONS



An exciting new & affordable series with in-depth profiles on a wide variety of Canada's military aircraft.

Check out our website for new titles.
 And also visit our resource pages on the website for information on designations, fleet serial number histories, squadron codes, bases and airfields.



www.kestreipublications.com

Carefree

Hobbies, Models & Collectibles



1029 Speers Rd., Unit 8
 Oakville, ON
 L6L 2X5

905-844-8526
www.carefreehobbies.com



Chapter & Member Liaison

Kerry Traynor



Living in Interesting Times...

By now we have all experienced months of self-isolation, constant hand washing and lots of social distancing. And if the news is anything to go by, COVID-19 is not done with us yet.

The shutdown has brought about a number of changes to our lives. Most are now working at home and for those with young children, the challenge of online education. The trip to the grocery store is a whole new experience. But on the bright side, most modellers, myself included, saw their time at the modelling desk increase dramatically. I know that some of you will find this hard to believe, but I have finished 3 models since early March. I know! Me finishing a model...imagine that.

Plastic modellers have always been innovative and we were not slow in taking full advantage of the technology available to get together with our friends. A good number of the IPMS Canada chapters have moved their meetings online. My local chapter (IPMS London) now meets via Zoom, as does our Wednesday night build sessions. Not perfect by any stretch, but it is good to catch up with my friends and see their latest projects. If you are not familiar with Zoom, Microsoft Team or Google Hangout, these are group chat applications that allow for any number of people to attend and participate in an online meeting or chat. A Google search will get you up to speed with each of the apps.

We are all aware that COVID-19 has had a huge impact on small businesses. I am guessing that most modellers have a local hobby shop (or shops) that they frequent to purchase models and hobby supplies. There is no doubt that most of these shops have taken a financial loss over the last 8 months. Some shops were able to do curbside service and / or perhaps mail order, but their business suffered. So if possible, please support your local hobby shops where and when you can. The local shop needs our support in order to recover and stay in business.

Podcasts

While I work on a model, I usually listen to music. But lately, I have taken to listening to podcasts, and in particular, podcasts on plastic modelling.

For those who are not familiar, a podcast is an audio program, very similar to talk radio. There is a host, or hosts, and the podcast is focused on a particular genre, and each episode is on a particular topic. I don't think I am exaggerating when I say that there is a podcast for pretty much any topic. And I mean ANY topic. I know this because, well, I did some research. You know, for this column. Anyhoo...

My listening preferences lean towards podcasts on military aviation, history, curling (yes, that's right; I said curling...) and of course, plastic modelling. There are four podcasts on plastic modelling that I listen to regularly and I find them to be informative and entertaining. If you are looking for something different to listen to while at the hobby desk, I recommend that you give the following podcasts a listen:

The Scale Model Podcast is a Canadian podcast hosted by Stuart Clark and until recently, Anthony Goodman. Both Stuart and Anthony are members of IPMS London and Stuart currently sits as our chapter president. The bi-weekly podcast consists of modelling news, typically an interview with a guest on a modelling related topic and general discussion about plastic modelling in general.

<https://scalemodelpodcast.com/>

Plastic Model Mojo is also a bi-weekly podcast that originates from Tennessee, USA. Mike and Dave are your hosts as they talk about modelling. Typically, they have a specific topic to talk about for each episode. As an added bonus, the gentlemen try out an adult refreshments of the liquid variety on each episode and give their impressions.

<http://www.plasticmodelmojo.com/>

On the Bench is a bi-weekly podcast that originates from Australia. The three hosts, Dave, Ian and Julian discuss modelling in general and often, they have a specific topic which they focus on. Sometimes, they have a guest to discuss a particular topic.

<https://otbmodellerspodcast.libsyn.com/>

Scale Model Shed is a monthly podcast that is hosted by Dan, Graeme and Ivan and originates from England. Like the others, the podcast is formed around modelling news and a particular modelling subject is covered in each episode.

<https://scalemodelshed.libsyn.com/>

If you are looking for something different to listen to while fiddling away with the plastic, give these podcasts a try.

That COVID thing...

As mentioned earlier in the column, COVID-19 has been forefront in the news for months. And, over the summer, it looked like Canada was making headway in beating back the virus and we were enjoying

seeing life get back to some semblance of 'normal'. However, as we moved into the Fall, we have seen an increase in COVID-19 cases across most of Canada so a second wave of the virus and another lock down of some form seems likely.

Time to re-focus and remember to follow the rules as laid out by our various health organizations. Stay safe people.

Till next time.
Kerry



Eduard 1:48 Bf109F-4

Revell 1:32 Spitfire Mk.II



Tamiya 1/48 Me262A-1a