



## Got yours yet?

Well, our **RT** Archive USB cards were so popular that the first production run sold out in short order! We have now produced another batch, and you can once again order them via the IPMS Canada website ([www.ipmscanada.com](http://www.ipmscanada.com)). This second run is also moving quickly. So... if you planned on getting one 'eventually', I'd suggest you do it soon, as there's no telling how long they will last this time! See some reviews elsewhere in this issue.

## Deposit your free decals in the Decal Bank

One of our members recently suggested that some of us may not be especially interested in the subjects on the recent free IPMS Canada decal sheet, or might just want to use part of it, or only one of the scales provided. If you don't plan on using all of your sheet you might consider sending the unused parts to the decal bank. There are a few members who renewed too late to get their free sheet or who joined after the decals were sent out. This would be a good way for them to obtain these highly desirable items. So, if you have any or all of the sheet left over and aren't planning on using it, contact the Bank Manager, Gordon Sorensen at [ipmscanadadecalbank@gmail.com](mailto:ipmscanadadecalbank@gmail.com), and he'll tell you where to send them. Your fellow members will appreciate it.



## The IPMS Canada Derek Pennington Award

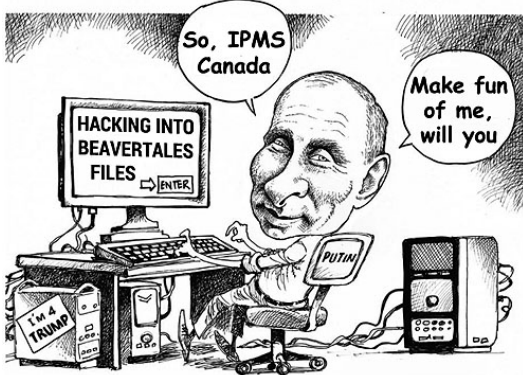
Each year our rep in the UK, Charles Detheridge, takes it upon himself to organize and present the award for Best Canadian Subject at IPMS UK's Scale Model World show. He recently emailed and asked if he might label the award, "in memory of Derek Pennington", whom he knew well. Many of you, especially those in the Toronto area, will have known Derek, either personally or from his numerous **RT** articles through the years.

Charles's suggestion was supported unanimously and enthusiastically by the IPMS Canada national exec, and so from now on the IPMS Canada SMW Best Canadian Subject award shall be known as the Derek Pennington award.

In addition, as the next SMW show draws near we will be asking members who are planning on attending to contact Charles to offer help with the judging if required... or to just touch base at the show and say hello.



# The Russians are coming...



Several members seemed somewhat bewildered by the Putin cartoon that accompanied the *beaveRTales* CML addendum sent out on Nov. 6.

If you remember back a few years, we used this image (at right), to which Vladimir apparently took exception.



"... and then they said that IPMS doesn't have a contest category for droopy Russian airliners."

## ...and that's not all



The Russians have even tried to impersonate our own publication, **RT**. They interviewed Scott Atlas, Trump's eventually fired would-be 'scientific' advisor, on their television channel. I seriously doubt Mr. Atlas knows anything about plastic modelling. At least he had the decency to Tweet an apology, although not to the *real* **RT**. Nothing yet from the Russkies.

# YOUR FEEDBACK

...on the Tu-143 (who'd have thank it!)

John Clearwater emails...

Very exciting new beaverRTales edition today. Thank you. I was most struck by the Tu-143, and had to dredge up old photos of me on one outside Moscow in 1997 (below). This was at the old Khodynskoe Pole airfield in the middle of Mos-



cow which is now gone (to high rise developments), but used to house a magnificent military aviation collection until it was scrapped. It was a place for old fighter pilots to hang out under the wings and drink extremely clear liquids. There is now a shopping centre on that very spot called "Aviapark Shopping Mall", The other photo is at the air force museum in Monino (as of 2018),



Mike Roy, C5708, writes:

"Just received my copy of the **RT** Index and volumes. Installed easily and in very short order. Kudos to all involved with getting this project done."

From Tom Calbury, C4927:

"I received my USB **RT** archive in the mail yesterday. I wasn't expecting the great looking product I got. Great product. Great job everyone. Thank you so much."

From Rod Digney, C4602:

"Just received my **RT** Archive USB card. What a great resource! Congrats to all who obviously spent a lot of time scanning **RTs** when they could have been modelling. Now for a WIBNI - wouldn't it be

nice if... the index items were hot-linked straight to the article in question. Hey, I'm human - soon as we got one great advancement, we inevitably want more."

Jim Maas, C862, writes::

"Just got my **RT** USB Archive and thanks a million! That frees up a whole drawer(+) of filing cabinet space. Don't worry, not intending to trash the paper copies, I'll donate to the less fortunate."

From Clive Reddin, C2290

"Just a quick note to say I received the Archive card. My hat is off to those who took their valuable time to produce this valuable piece of kit.

I have been trying to find **RTs** since IPMS/Canada's inception to complete my library but they are darn near impossible to find. This card fills that gap. All I can say once again is thank you and if you have not bought one, don't wait!"

From: Gordon Parker, C3922:

Greetings. Finally rushed through my **RT** USB and I am as happy as a pig in clover. I liken the feeling to a Scrooge McDuckian swim in a money vault. Cheers,

**Member Charles Detheridge, our man in the UK, provides some interesting insight on the modelling scene over there.**



“Greetings from Suffolk, UK.

“It’s rare that I move quickly, but 10 minutes between receiving *beaveRTales* and ordering the USB has got to be a record! I have also got to say that I am also enquiring whether Airfix are going to brighten up the season by announcing anything for 2021. I don’t know about Canada and the USA, but in the UK apparently COVID-19 has produced a resurgence of scale modelling – Hannants, being my local model shop/money pit/drain-on-my-credit-card!! Hopefully temporarily, they’re only working mail order and click-and-collect. They report that international and national trade is exceptional, and other mail order companies seem to also be reaping the effect of not going out, not going to the pub, not playing video games (delete as necessary).

“The effect is also noticeable on the UK’s eBay, where the prices of some kits at auction require a good state of brinkmanship!

“Two items relating directly to Canadian subjects: Although I have yet to purchase one myself, 1/72 being my usual scale for modelling, no one as yet seems to have commented about Kinetic’s 1/48 F-104 Starfighter. Looking at photographs of the sprue layout, there appears to be one “bullfrog” and two “ice

cream cones”... my name for the RWR fit of the CF-104! Can’t say if the cockpit has any modifications, but there is hope. I feel the irresistible urge to add to the Hasegawa /DACO combination that has been sitting on my shelf of doom for the last three years!

“Secondly, I have an order from the Netherlands – a decal sheet from a German firm which appears to specialize in helicopter subjects. The sheet I have on order deals with several differently marked CH-135s – camouflaged, yellow rescue, and white United Nations. More details when they arrive, if you have not come across them yourselves.

“Noticeable in this country, in the modelling press, are adverts for new products and items that normally would have been featured at Scale Model World. Apparently there will be a Valiant Wings book on the Hawker Hurricane... Quite right, I have it on order.

“Osprey publications for 2021 include a book specifically on SAS vehicles, of all types and vintages. As the author is a noted authority on the SAS, it bodes well for the subjects!

“The highly respected author, Dilip Sarkar, has no less than six books due to be published as soon as Messrs Pen and Sword can catch up! Two of those relate directly to Johnnie Johnson, and some of his previously unpublished documentation. There will also be a new biography of Sailor Malan. Knowing both Dilip’s friendship with Johnnie Johnson, and his ability to produce photographs and details of aircraft, I suspect that there will be suitable applications for spitfires of assorted vintages, marks and markings! And with that, at the hideously early/late time of 01:49 GMT, I will close”

Regards to all — Charles

## **IPMS Canada member sets world record!**

Dave Fletcher (aka DCF), exec member and cartoonist extraordinaire, is claiming a new world record for local chapter memberships.



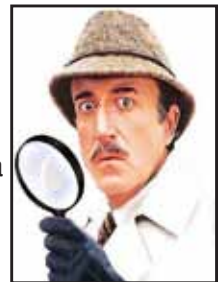
Over the years he has belonged to the following chapters in Canada and overseas:

Winnipeg, Halifax, Ottawa, Toronto, Buzz Beurling, Baden-Sollingen, and Belgium’s Mons chapter.

The Guinness Book committee is verifying this as we speak. Can anyone better this record?

## **The case of the missing Volume!**

We recently received an email from a member who was browsing through his **RT** Archive USB, noticed that there was no “Volume 1”, and wondered whether he was missing anything. Well... there **IS** no “Volume 1”. I guess back then, after putting out 36 **RTs** someone decided that they should probably put a Volume designation on them. They couldn’t very well begin with Volume 1, as there were already 36 issues out there, so they started calling the new issues Volume 2. Weird... but one of those quirky things that you gotta love!

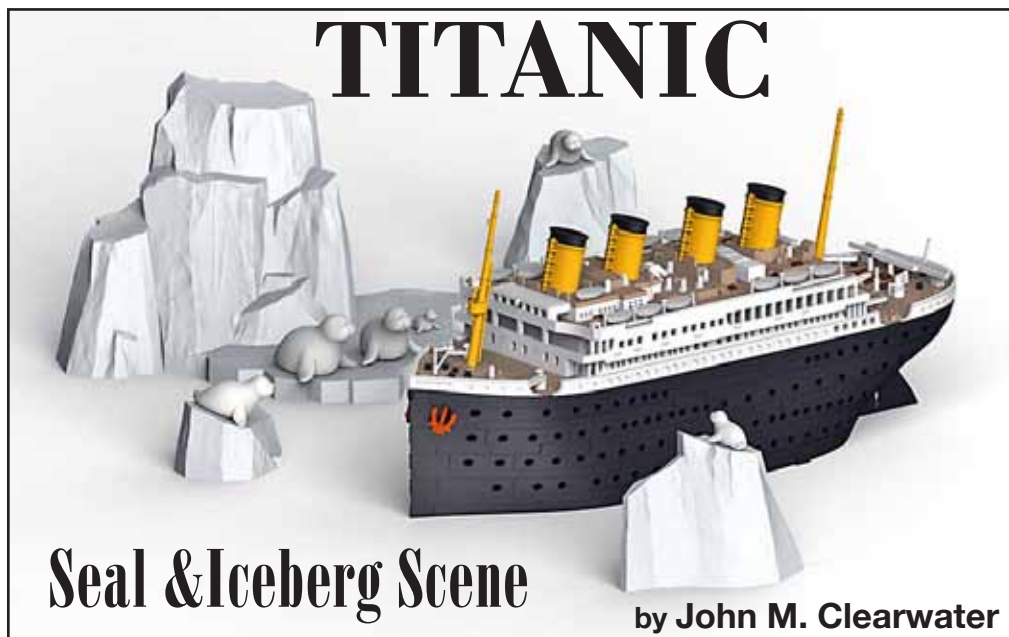


Hi to all you fellow modellers, I'm in the UK and I'm going to start building a Revell 1/72 Bell 212 helicopter but I want to do a Canadian Coast Guard variant rather than the kit versions. My problem is decals. I have looked around and cannot find any to suit so do any of you know where I could find a set? I'm also sending along a couple pics of one of my previous Canadian copter builds.



Tony Fines, <[t.fines@ntlworld.com](mailto:t.fines@ntlworld.com)>

*Ed note: CanMilAir did a set of CCG Bell 212 markings, but they are no longer in the decal business. Maybe one of our readers has this set or knows where one can be found. If so, please contact Tony.*



rigging. Overall it is 150 mm (6") long.

The only negative is the lack of decals for the hull. This seems odd given the quality of the decal that's provided for the base/stand.

Overall this kit is far and away better than the new Meng cartoon kit of the Titanic, which has fewer parts, fewer decks, and is overall smaller.

Real wooden decks as extras are available for this Suyata kit on-line for only about \$10.

This would make a great kit to do with a child over a weekend, or for an actual modeller to do up fancy.

This is a first look in the box of the new **TITANIC SEAL & ICEBERG SCENE** egg/cartoon scale model from the new **Suyata** models, released in 2020.

The kit is not officially available in North America due to lack of a distributor, but I acquired this one from a factory in China. It arrived in about 15 days by post.

Quality and details are excellent. It can be made waterline or full hull version. All parts are moulded in appropriate colours, but most will paint everything anyway. Technically it is a snap-together kit, but of course purists will glue everything in place and add

For reasons I do not understand, all of the six seals in the kit have names! Even the small seals are the size of a funnel on the ship!

**Note:** John also has an online modelling blog which can be found here: <http://clearwatermodels.blogspot.com/2020/12/titanic-suyata.html>

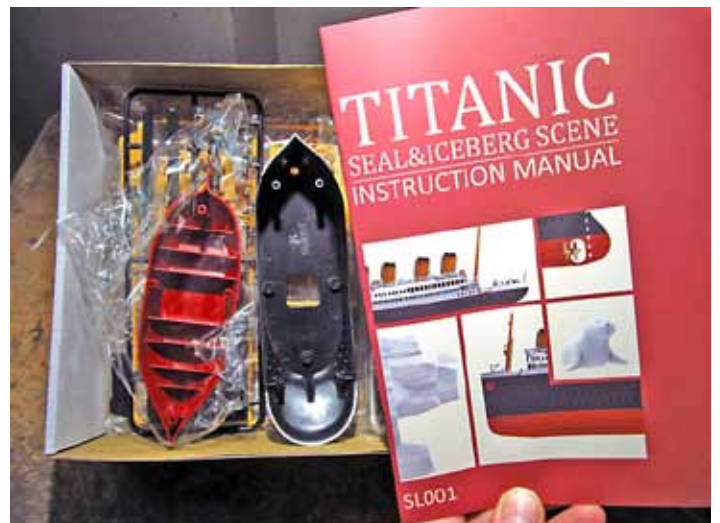
It includes a link to a Youtube version of the TITANIC review. Check him out!



The attractive box art for the Suyata **TITANIC Seal & Iceberg Scene**... very Art Nouveau!

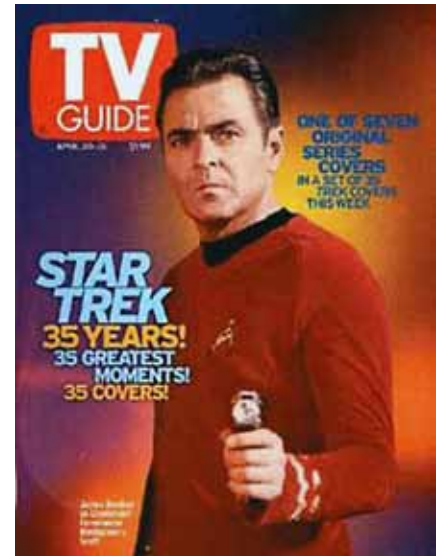
Centre & bottom left: A view of the multi-coloured parts and the large comprehensive instruction booklet.

Bottom right: Two of the ship models without the model icebergs and Godzilla-sized seals.





# SCOTTY'S AUSTERS



Born March 3, 1920 in Vancouver, BC, James Montgomery Doohan enrolled in the 102nd Royal Canadian Army Cadet Corps in 1938. By the outbreak of WWII he was commissioned a Lieutenant in the 14th Field Artillery Regiment of the 3rd Canadian Infantry Division.



*Young Lt. James M. Doohan*

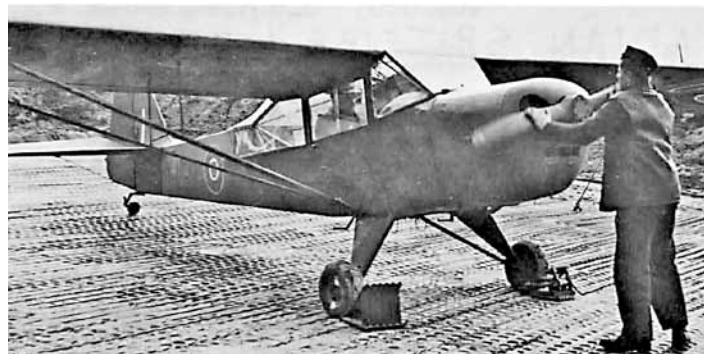
Doohan's first taste of combat took place on D-Day, on Normandy's Juno Beach. Crossing through a field of anti-tank mines, his luck held. The personnel weren't heavy enough to set them off. Leading his men to higher ground, Lieutenant Doohan personally shot two German snipers before taking up positions for the night.

Later that night, Doohan had just finished a cigarette and was walking back to his command post. A nervous sentry opened up on him with a Bren light machine gun, striking him four times in the leg, once in the chest and again on the middle finger of his right hand. The chest shot hit the cigarette case his brother had given him for good luck, and doctors were able to save his life. Not so much for the finger. That had to be amputated. He would always hide the injury in his later life.

After recovering he entered the Air Observation Pilot Course along with 40 fellow Canadian artillery officers, where he trained on the Auster AOP Mark V

aircraft, and was then assigned to 666 Squadron of the RCAF in support of the 1st Army Group Royal Artillery. In the spring of 1945, he slalomed his aircraft between a string of telegraph poles, "just to prove that it could be done". Though never an actual member of the RCAF, the stunt forever marked him as "the craziest pilot in the Air Force".

After the war he was listening to a radio drama, and thought he could do a better job. Doohan recorded his voice at a local radio station, and eventually won a two year scholarship to the Neighborhood Playhouse in New York, studying with the likes of Leslie Nielsen, Tony Randall, and Richard Boone.



*Starting an Auster Mk. V*

Doohan appeared in over 4,000 radio programs and 450 television shows throughout the forties and fifties. Coincidentally, Doohan played "Timber Tom", the northern version of Buffalo Bob, in the Canadian production of Howdy Doody, about the same time that a young actor named William Shatner was playing Ranger Bill in the American version. The two would appear together on the 1950s Canadian science fiction series "Space Command". It wasn't the last time the two would appear together.

Auditioning before Gene Roddenberry in 1965, Doohan performed several accents. Asked which he preferred, he responded "If you want an engineer, in my experience the best engineers are Scotsmen." He chose the name "Montgomery Scott", after his grandfather.

If you want to model one of Doohan's aircraft you're pretty well confined to 1/72 scale. AZ produced an Auster Mk. V, though it's out of production now and rather difficult to find. Your best bet is to search on Ebay. Airfix produced an Auster Mk. VI, and while some have used it to convert back to a Mk. V, it's probably easier to try and find an AZ kit!

There is an Auster kit in 1/48 produced by Sword, but it's an earlier Mk. III. The structural differences are considerable, so you may just want to wait and see if anyone produces the actual item. These Austers are surely needed in 1/48, along with other "grasshoppers" such as the L-4, Sentinel, etc.), but of course it suffers from the "not a fighter – not a bomber" syndrome.

666 Squadron's Auster Mk. Vs seem to all be in the TJxxx serial range. While we could not find a definitive list of aircraft, it's mentioned that TJ478, TJ522, TJ399, TJ431, TJ472, TJ366, and TJ418 were among those on strength. As pilots didn't have assigned aircraft, it's likely that Doohan flew each, or all of them, at some time. It's also very difficult to find photos of this short-lived squadron's aircraft.



666 Squadron Auster Mk. V landing at Apeldoorn in the Netherlands

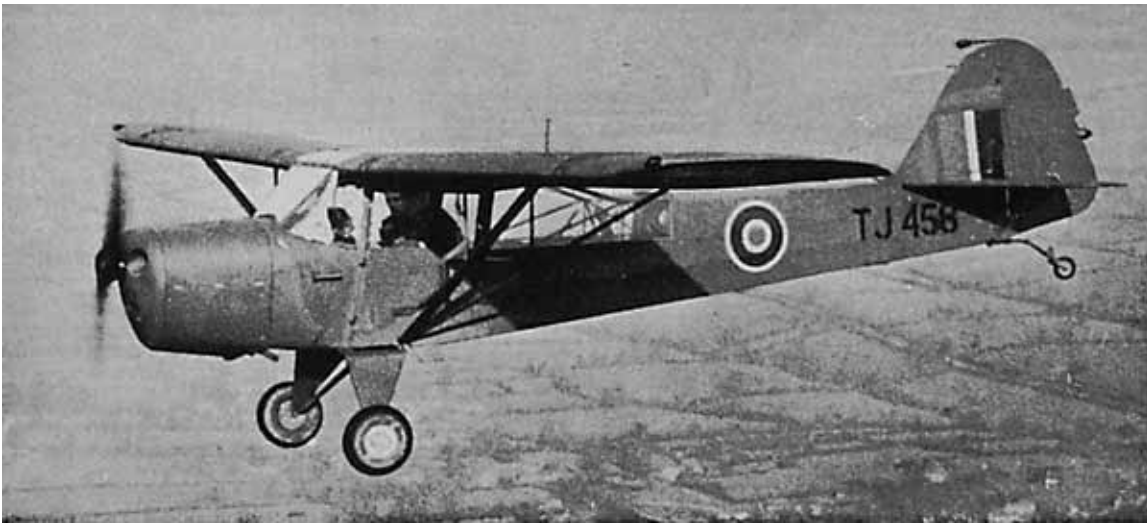


Apeldoorn airfield, 1945. Unfortunately we can't make out the serials on any of the aircraft.



An earlier photo during training in the UK. This Auster Mk. III, HH982, is with 651 Squadron, RAF. It is interesting, however, in that it shows the use of type 'B' roundels below the wing.





*Auster Mk. V, TJ458*

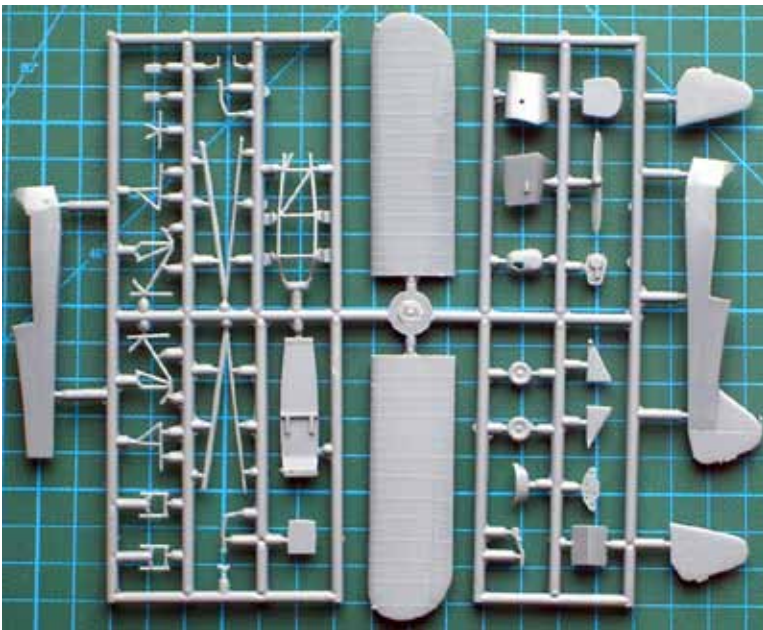
*Some of the boys of 666 at Wenum in 1945. While difficult to read, the serial may be TJ366.*



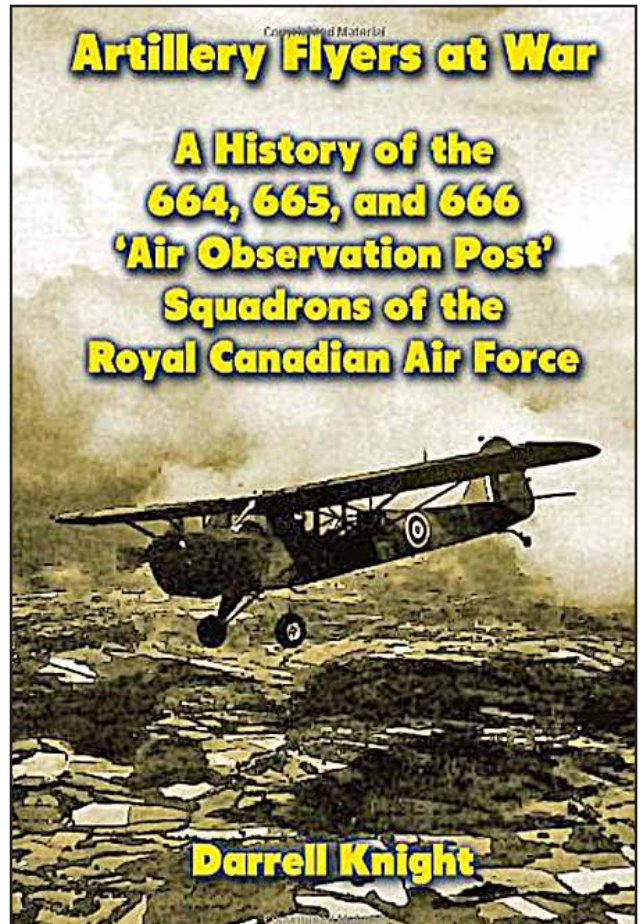
*Not a 666 machine, but here you can see the use of large 'C1' type roundels below the wing.*



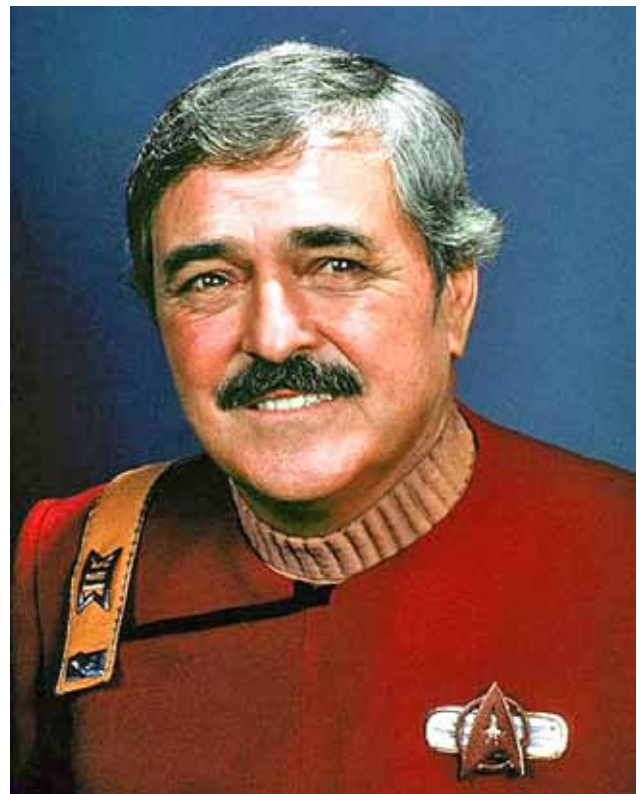
Above & below: The hard-to-find 1/72 scale AZ Auster AOP Mk. V kit



The 1/48 scale Sword Auster Mk. III



For anyone interested in these Canadian AOP squadrons, this is highly recommended – *Artillery Flyers at War*, by Darrell Knight.



# Hip Addendum

**FOR YOUR EYES ONLY**

By Comrade Badenov  
IPMS Ottawa & IPMS Siberia  
(IPMS No. CENSORED)



In the November issue of *beaverRTales* there was an article on the CH-178 Hip. In it the author mentioned that the Canadian government covers up the use of the Canadian Hips to this day. Oddly, that isn't quite the case. On October 14, 2016, the Canadian Armed Forces Twitter feed posted a tweet about the CH-178. This is the only known official comment on the CH-178s that were operated by 427 SOAS Squadron. Just to help you model these rare birds, a few more photos are attached. (All photos sourced from the Dark Web.) Now does anyone have any photos of the even more "Top Secret" King Airs that were operated by Top Aces in RCAF markings?



Above: The CAF's tweet on the Mi-17/CH-178.

Left: A Canadian Hip on the ground. Note the dust covers over the nose and intakes, and the VERY low-viz markings.

CH-178 in flight.





*Above: A CH-178 from slightly above. The colour seems perfect for that particular terrain.*

*Below: Front view. Note the door guns and the capitalist helicopter in the background*

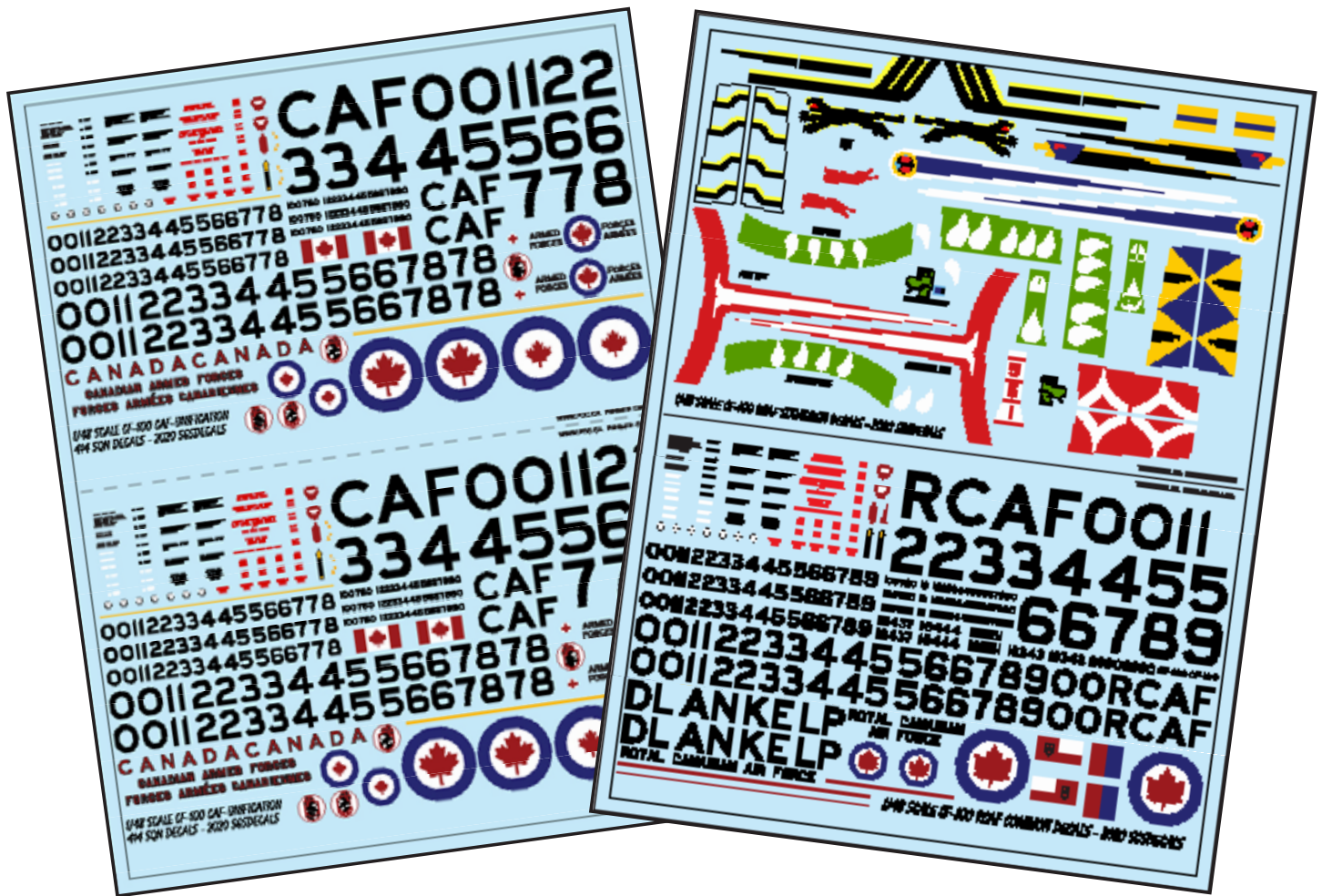


# NEWS FROM THE CLUNK FRONT

Member **Harold Kiesewetter** in Surrey, BC has been working on some special CF-100 projects, a couple of which we can now provide info on.

First, he has had some custom CF-100 decals made. They are in 1/72 and 1/48 scale. If there is enough interest he will order more from the printer and make

them available to the membership. So, if you are interested in his decals contact Harold at [harkie111@shaw.ca](mailto:harkie111@shaw.ca) and he can provide details. Note that these are short-run digital (e.g. Alps) printed decals and so have a carrier film over the entire sheet. You will have to trim each marking individually, but that's easy.



His next news is about a resin accessory detail set. He has been working with a resin producer and the result is a 1/72 scale set designed for the Hobbycraft kits. As Harold writes:

*"The resin set is quite comprehensive. It allows for a CF-100 Mk.4A, Mk.4B, Mk.5 to be made far more accurate, utilizing the base 1/72 CF-100 Mk.4B or Mk.5 kit. For the first time, a Mk.5C ECM version can be built (using the Mk.5 kit as a base) as it includes the ECM bits. A Mk.5D can be made (using the Mk.4B kit) with the same ECM bits and an intake cooling grill scratch-built in place of the gun ports. I am extremely happy with this new upgrade for such an old kit, and*

*the fact that the proprietor of Flightline Engineering took on this project after never having heard of this aircraft previously! His attention to detail shows in what he has produced. This update set is designed for use with the 1/72 scale Hobbycraft kit. The 34 piece set includes:*

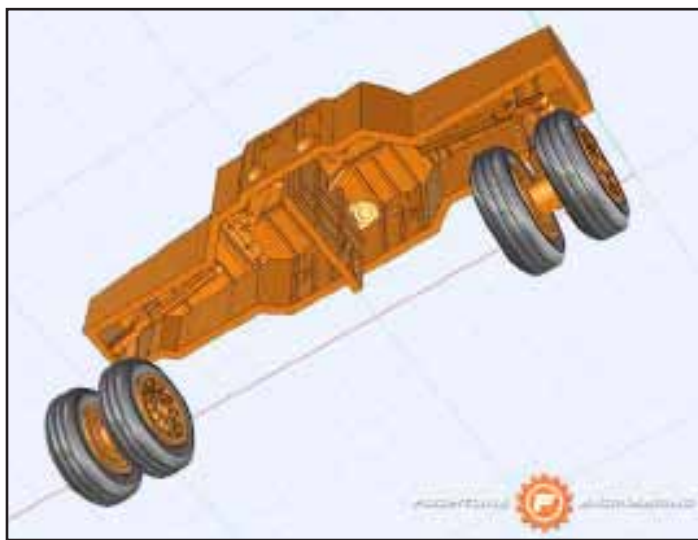
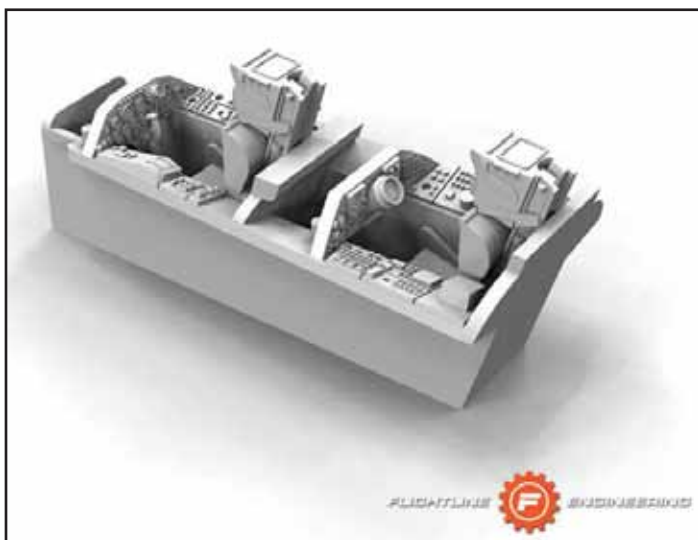
- Full cockpit
- Main gear bay, struts & wheels
- Nose gear wheels
- 2 intake cone choices (with or without de-icer)
- Mk. 5 stabilizer
- ECM gear (chaff pods, hard points, waist antennae, nose antennae)

They will be available from Flightline Engineering around the end of January. Price will probably be around \$29 USD. For further details contact: [info@FlightlineEngineering.com](mailto:info@FlightlineEngineering.com).

As of now, there are no plans to upscale this set to produce a 1/48 version."

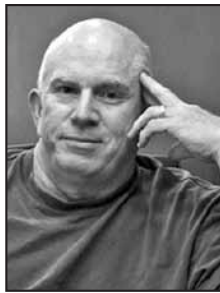
Right: The assortment of resin parts included in the set.

Below: CAD images and photos of some of the parts.



# Chapter & Member Liaison

Kerry Traynor



## Rivet Counters

If you have been visiting the various online forums and / or Facebook modelling pages, you have no doubt come across comments and conversations regarding 'rivet counters'. This is not a new term, but I am seeing and hearing it more often these days. And for whatever reason, these 'rivet counters' are often associated with IPMS.

By definition, a rivet counter is someone who is obsessed with the smallest of details and accuracy of a particular topic. The origin of the term is not clear, but I would not be surprised if it's rise came from the plastic modelling community. And as you may have guessed, the term is less than complimentary. If you ever find yourself enjoying a cold one with a group of modellers and the conversation is struggling, just mention 'rivet counter'; that'll crank up the energy in no time.

In broad terms, the 'rivet counters' tend to fall into one of two categories; the first involves those who provide unsolicited comments regarding a model shown online, at a show or at a chapter meeting. The second category involves the 'rivet counters' providing commentary on the accuracy of any new model kit release. I am guessing that perhaps that you may even know of someone who falls into both categories.

Having someone, without invitation, point out that your model is 'all wrong' or the 'wrong colour' is never pleasant and is just plain rude. It shows that someone was not paying attention to their parents when manners and proper social behaviour were being discussed. I am not sure that there is a solution to this one other than to tell the person, using whatever words you choose, to move along. I should mention that if you're reading this and recognize yourself being the rude one in this scenario, then perhaps it is time to call your mother and ask her about that polite manners thing.

Having said that, I am a big believer in the use of criticism (as in careful analysis of the merits and the

faults...) as a tool to improve skills. It is my opinion that one cannot improve their skills without (a) practice, and (b) some form of critical input. It takes time and practice to learn how to be objective in reviewing your own model building abilities. Having an experienced modeller help in this, makes life so much easier. My professional experiences have taught me that constructive criticism is a good thing; it trains you in what to look for; it teaches you to be honest with yourself and objective in your abilities. And, if the critic is good, you will learn how to get better. I am by far NOT the best modeller, but I do work at building a good model. And if a good critical review plays a role in making me better, then I am all for it.

It is the second category of the 'rivet counters' (providing commentary on the accuracy of any new model kit release) that I have a tougher time understanding. I totally get that it can be annoying when someone posts a negative commentary on a model kit that has yet to be released. It reminds me of kids deciding they don't like the food on their plate based solely on the appearance of the food. This all changes when that same person has the kit in their hands and comes to the same conclusions. It is here that I take issue with the name calling. If a person uses a Facebook page to post their findings, the odds are good the term 'rivet counter' will arise. But if that person has a YouTube channel, than that person is a 'reviewer'.

We see examples of this all the time; Joe Modeller posts his findings of the new Tamegawa XKZ-2 where, in his opinion, the shape of the fuselage does not match that of the real aircraft. Joe Modeller supports his claim with marked up (with red lines of course...) photos of the real aircraft and the model's fuselage. The ensuing discussion becomes heated, and Joe Modeller is called out as a 'rivet counter'. Meanwhile, YouTube model review channel host reviews the same Tamegawa XKZ-2 kit. The reviewer comments on how he thinks the kit has shape issues. The comments section is filled with 'thank you for a great review' comments and no mention of rivet counting can be found. In both cases, and this is important, an opinion has been offered; nothing more and nothing less. For calling out Tamegawa for the kit's inaccuracies, Joe Modeller is a 'rivet counter'; but the YouTube host is seen as a 'reviewer'. To me, both came to the same conclusion and both made the same comments; the only difference lies in how and where the comments were made.

Personally, I am good with Joe Modeller and the YouTube guy making their claims as long as their

critical reviews are based on fact and they can support their findings with evidence. Letting modellers know that there are issues and holding manufacturers accountable is a good thing. In a quick look at a popular online hobby shop, I found, using my average math skills, the average cost of a newly released 1/48 aircraft kit is in the \$70 (Canadian) range. If I spent \$70 on a restaurant meal and it was poorly prepared, I would complain. If my complaint was ignored, I would not go back to that restaurant. I am guessing that most of us would. So why should I settle for poor accuracy or engineering issues in a \$70 kit?

As you have no doubt surmised by now, I am not a fan of the term 'rivet counter'. I especially hate it when people come to the assumed conclusion that if a person is a 'rivet counter' then they must be a member of IPMS. That is simply, to quote Col. Sherman Potter, buffalo biscuits! If we look at IPMS Canada specifically, I can tell you that the number of modellers in Canada who are NOT members of IPMS Canada far outnumber those modellers who ARE members of IPMS Canada. Therefore, statistically

speaking, the number of IPMS Canada 'rivet counters' will be far fewer than those 'rivet counters' who are not members of IPMS Canada. So the lumping of everyone who belongs to IPMS into the 'rivet counter' category is unfair and totally inaccurate. And of late, the phrase has come to be the 'go to' response for people who are not prepared to listen to an opposing view, or feel that we should all just get along and be happy with what manufacturers are producing.

I have said this before and I will say it again; this amazing hobby of ours is made up of people from a wide and varied demographic spectrum. We are the casual modellers and the serious ones. Our knowledge and skill levels vary as do our interests. So it should come as no surprise that each of us have different takes on what is happening in our hobby. So if there is an opinion or conversation that is not to your liking, you can partake or you can move on. But let's leave the name calling to the kids on the playground.

Take care,

*Kerry*

## The IPMS Canada



## PARTNERSHIP continues...

...with five more local Chapters signing off on the new Requirements and Guidelines. Cold Lake, Toronto, Sir Isaac Brock, Vancouver, Buzz Beurling, deHavilland, Petawawa, and BurlOak are now legit IPMS Canada local chapters. If you live in any of these areas but are not yet a member of the local chapter, you can find the info you need about them (where



and when they meet, who to contact, etc.) on the IPMS Canada website – [www.ipmscanada.com](http://www.ipmscanada.com).

### So... where do we stand thus far with the Chapter renewals?

As of the sending of this *beaveRTales* the following Chapters have re-upped, have been recognized, and have received their new charter documents. That makes them officially recognized IPMS entities:

Annapolis, BurlOak, Buzz Beurling, Cambridge, Cold Lake, deHavilland, Hamilton, London, Ottawa, Petawawa, Prince George, Quinte, Sir Isaac Brock, Toronto, Vancouver, and Victoria.

To date there are a number of chapters who have yet to respond. We assume it is probably because of the difficulties communicating with their members during the current Covid crisis, rather than the fact that they no longer want to be considered or labeled as official IPMS groups. Hopefully we will hear from them soon so that we can send them their new charters.

If your chapter hasn't signed off yet please have someone contact us at [CML@ipmscanada.com](mailto:CML@ipmscanada.com)





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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](mailto: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!



# Comox Air Force Museum

The Comox Air Force Museum, Bldg. 11, 19 Wing Comox, Lazo, BC – [www.comoxairforcemuseum.ca](http://www.comoxairforcemuseum.ca)



## Greenwood Military Aviation Museum

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The Greenwood Military Aviation Museum, CFB Greenwood, NS – [www.gmam.ca](http://www.gmam.ca)



## NORTH ATLANTIC AVIATION MUSEUM

North Atlantic Aviation Museum, 135 Trans Canada Hwy., Gander, NL – [northatlanticaviationmuseum.com](http://northatlanticaviationmuseum.com)



## Alberta Aviation Museum

The Alberta Aviation Museum, 11410 Kingsway, Edmonton – [www.albertaaviationmuseum.com](http://www.albertaaviationmuseum.com)



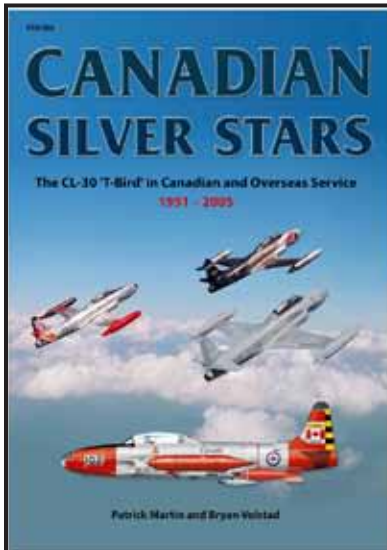
British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – [www.bcam.net](http://www.bcam.net)



## CANADIAN WARPLANE HERITAGE MUSEUM

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