



Called on account of Rain!

...well, kind of...



In case you haven't already heard... At a recent IPMS Canada National Exec meeting it was decided to not sponsor and present our usual *Best Canadian Subject Award* at this year's 2021 IPMS USA's national convention (if indeed it is held) in Las Vegas. Given the current COVID situation with its accompanying lock-downs, travel restrictions, quarantines, etc. it was reasoned that few, if any, Canadians would be traveling south to attend; and without a reasonable number of members to help organize and judge, it was more prudent to skip the award this year. We hope this is not a great disappointment to any prospective entrants, but we encourage you to bring your Canadian Subject models to the 2022 convention when, hopefully, things will be back to normal.

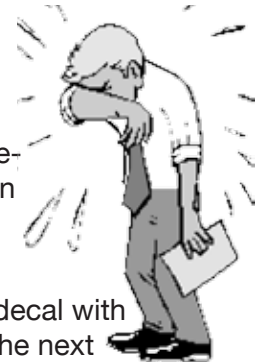
Local Boy Makes Good!

The IPMS Canada National Exec is pleased to announce that Ottawa native Igor Kabic has taken up the challenging National Executive Promotion portfolio. Easily the best looking of the Exec (ladies, please include "Hi, Igor!" in your email subject heading), he is studying at university and has now added even more to his plate. The Promotion position is a very important one, as all IPMS organizations live or die by growing and maintaining a robust membership. Igor and the rest of the Exec are now brainstorming a number of possible membership promotion initiatives, and he will no doubt have some interesting ideas to present here in the future.



Oh NO!

We screwed up! It happens... On the free decal sheet you recently received the Spit XIV serial was given as **NH889**, when it should have been **NH899**.



Don't panic. There will be a small decal with the correct numbers going out in the next issue of **RT**. So, if you're building this aircraft just wait 'till the new decal shows up.



If you wanted an **RT** USB archive but found they were sold out... we now have more in stock. Just visit the website (www.ipmscanada.com) and you'll see it right there on the home page. If you'd like to know more about the archive, visit the IPMS Canada Facebook page (<https://www.facebook.com/CanadaIPMS>) to see some purchasers' comments.



1/35 Canadian Armoured MG Carrier

Copper State Models (CSM 35006)

(first look review) by Jim Coles

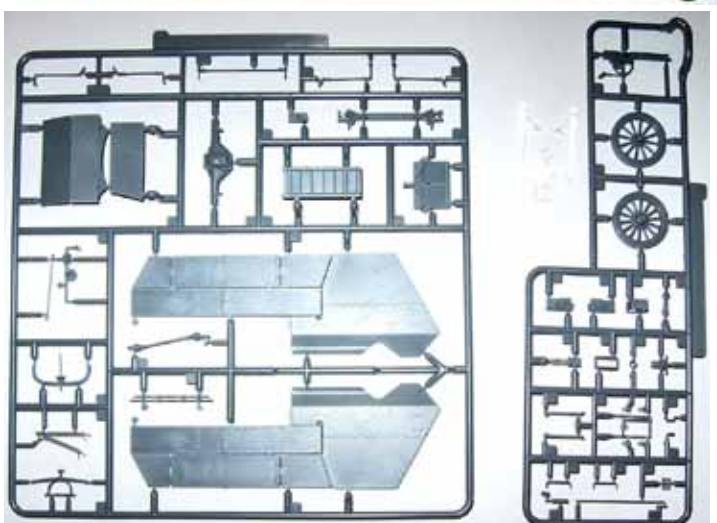
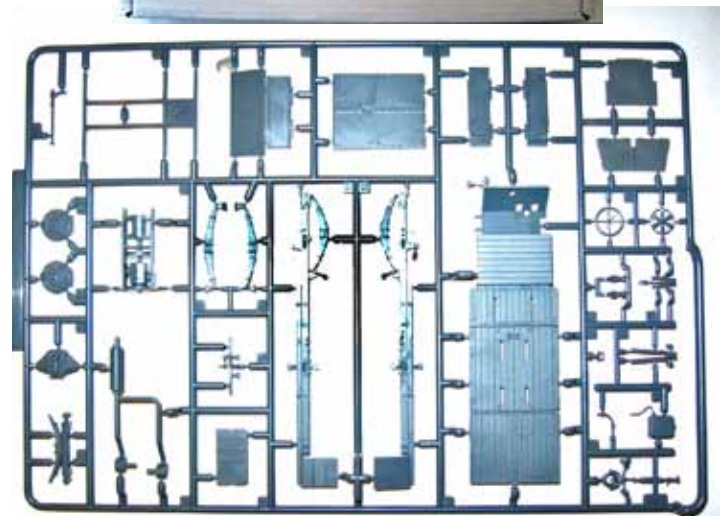
History

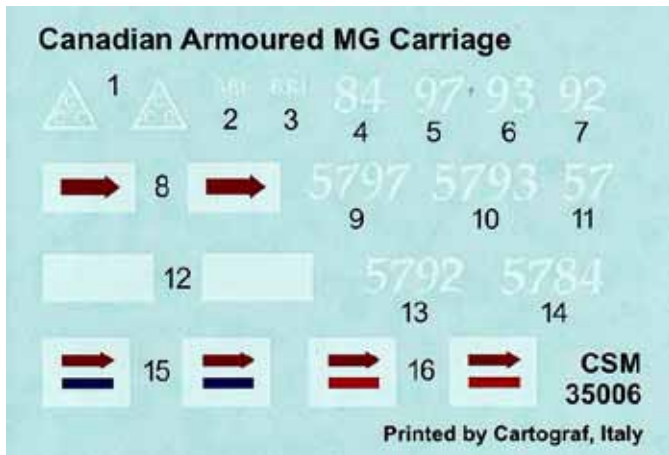
At the outbreak of WWI, Raymond Britinel, a former French Army officer became a successful Canadian businessman, suggested the formation of a unit of armoured trucks armed with machine guns. He selected the proven Autocar truck chassis and ordered 10 chassis, eight to be fitted with armour plate and armed with 2 Colt M1895 .30 "potato digger" machine guns, and the other two as supply carriers, with a further 10 added later as additional supply and support vehicles. The new Automobile Machine Gun Brigade No. 1 arrived in England in October 1914, and in France in June 1915. Trench warfare largely made their vehicles useless, so they stayed in the rear as the brigade became a very successful infantry support unit, with their commander Britinel eventually becoming a Brigadier and commanding the Canadian Machine Gun Corps.

By 1918, the Armoured Autocars, by now rearmed with Vickers machine guns, were considered obsolete, with more advanced armoured cars having better protection and better mobility, and approval was given to convert the eight armoured vehicles to supply trucks like the rest of the unit's vehicles. The German Spring 1918 offensive intervened, with the enemy breaking out of the trenches and returning to a war of movement. The Autocars were immediately pressed into service as mobile machine gun posts, providing fast moving support to blunt the German offence. They lost two vehicles, but remained in use supporting the Canadian Corps for the rest of the war. They had notable success in the fighting at Amiens, but lost two more vehicles by November. Two of the Autocars participated in the Canadian victory parade on November 15. Two of the four survivors were shipped back to Canada in 1919, and one has survived and is on display in the Canadian War Museum.

The Model

Copper State Models has released a number of WWI armoured car kits in recent years, and the Canadian Armoured MG Carrier is their latest. The kit box has a nice painting of a couple of Armoured Autocars out

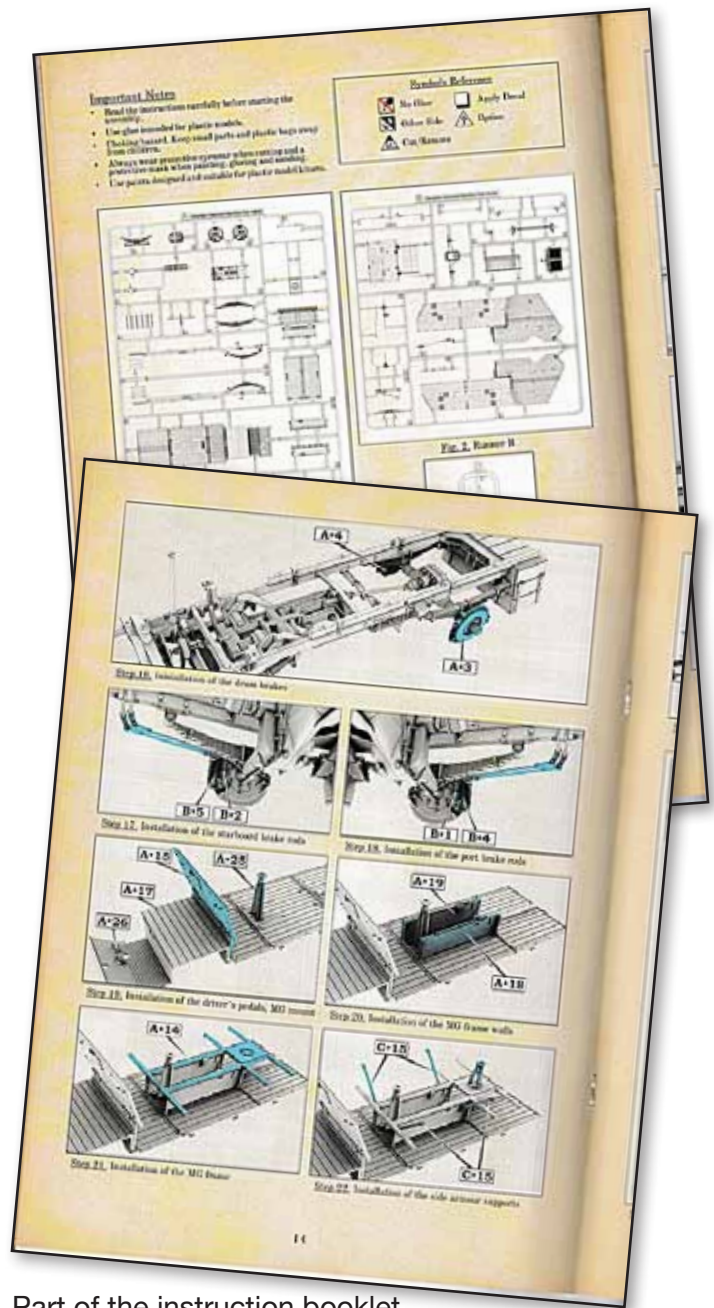




of action. Lifting the lid reveals a sturdy inner box containing two large sprues with pieces for the chassis and body, two copies of a third sprue with the wheels, machine guns, and other small pieces, and a 3-part clear sprue, for a total of 93 parts. A small decal sheet has 7 options, covering 4 of the 5 known vehicle serials in different markings for April and August 1918, as well as for the victory parade. A very nice instruction book is included, with a potted history, well-illustrated instructions, and marking and painting side/front/rear views.

The kit allows an early/mid 1918 version of the Autocar to be constructed, mounting the Vickers MGs received in August 1916 and with the rear storage box that was added sometime after arrival overseas. (I would be eager to hear of any source for 1/35 Colt MGs, as I would like to build the original 1914 version as well.) At least one late 1918 vehicle was seen in the victory parade with the front centre headlight removed and a Lewis gun in a pintle on the top edge of the front plate. The kit parts are finely molded with good detail, and appear to be a good match for the real vehicle, according to the Service Publications reference *The Armoured Autocar in Canadian Service*, other details and photos found online, as well as my personal photos. Scale accuracy appears good. The Service Publication plans match the dimensions given by the War Museum (other than being about 6" too narrow), and the kit matches the plans as well as I can see without measuring the completed model. More to the point, it looks like an Armoured Autocar.

I have been itching to build a model of this bit of Canadian military history for several years after seeing the preserved vehicle in the War Museum. The flat plate body would be a fairly easy scratch-build, but I was always stumped by the need to construct two different sets of wood-spoked wheels (12-spoke front and 14-spoke rear). Now I can scratch that itch!



Part of the instruction booklet.



A finished model.



Above & right: MG Carriers being cleaned and maintained in the field.



The sole remaining example in the Canadian War Museum.



by Gavrilo Princip

(All you young'uns can go to <https://www.youtube.com/watch?v=oXc3pF3P8L0> to see who this fellow is...)

This article came about because of a number of comments I had read on various aircraft modelling forums. Discussions had arisen – based on kit-supplied markings – as to whether Free French aircraft used a red or a blue Cross of Lorraine marking.

Hmmm... I'd thought about this before. Yes... the centre of the French roundel is **blue**. BUT... the Free French flag had a **red** Cross of Lorraine on the white. Also, wartime FAFL (Forces Aériennes Françaises Libres – aka Free French Air Force) pilot's wings show a **red** trefoiled (the three little round things on the ends) cross. Eventually I decided that the only way to see definitive evidence would be to find photos taken with orthochromatic film (see Oct. 2017 *beaverRTales*). It wasn't easy, but I found a couple, and the



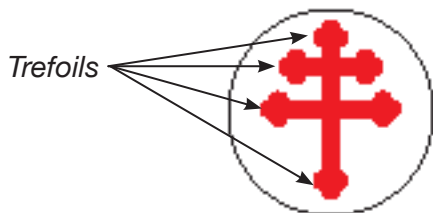
Red or blue??
Are the kits correct?

cross in these photos was definitely blue (compare it to the blue area of the rudder). But... we also see various designs of the cross... thick, thin, plain, with round 'things' (trefoils) on the ends, etc. So I wondered if perhaps there *were* no real specs for these markings, and units just added whatever they felt was appropriate. That might explain the existence of both blue and red crosses.



Flag of Free France

FAFL Pilot's Wings



I dug some more... Sources I found all agree that FAFL aircraft needed to be differentiated from those of the Vichy air force, which continued to use the prewar French tricolor roundel. In order to distinguish their aircraft, the Cross of Lorraine – a cross with two parallel horizontal arms, with the lower arm slightly longer than the upper one – was used. This was the symbol of Free France chosen by Charles de Gaulle. The cross could be seen in the same places on FAFL aircraft where the roundels on French military aircraft were carried, i.e., on the fuselage and on the lower and upper surfaces of the wings.

Eventually I found a reference that's probably as close to 'definitive' as you're going to get. It is a paper presented by one Lucien Phillipe at the *XI International Vexillological Congress in Madrid, 13-26 May 1985*. It's titled **Les emblèmes de la France Libre et**

de la Resistance en France de 1940 a 1945. Some of its more relevant excerpts (my translation):

On July 2, 1940, the Cross of Lorraine became, by decree of General de Gaulle, the official emblem of the Free French Forces. On the same day General Order No. 2, signed "Muselier" sent to all the warships in service, stated that they would carry, at the stern, a square blue ensign decorated in its centre with a red Cross of Lorraine. Moreover, it

For French aircraft operating with the RAF, the use of the French roundel was not allowed, as it might be confused with the markings of Vichy aircraft, which continued to use the original French roundel. A special marking consisting of a white circle with a trefoiled red Cross of Lorraine was added to the wings and fuselage. FAFL aircraft operating in North Africa carried this marking in 1941. Following this, aircraft of Groupes Lorraine and Alsace

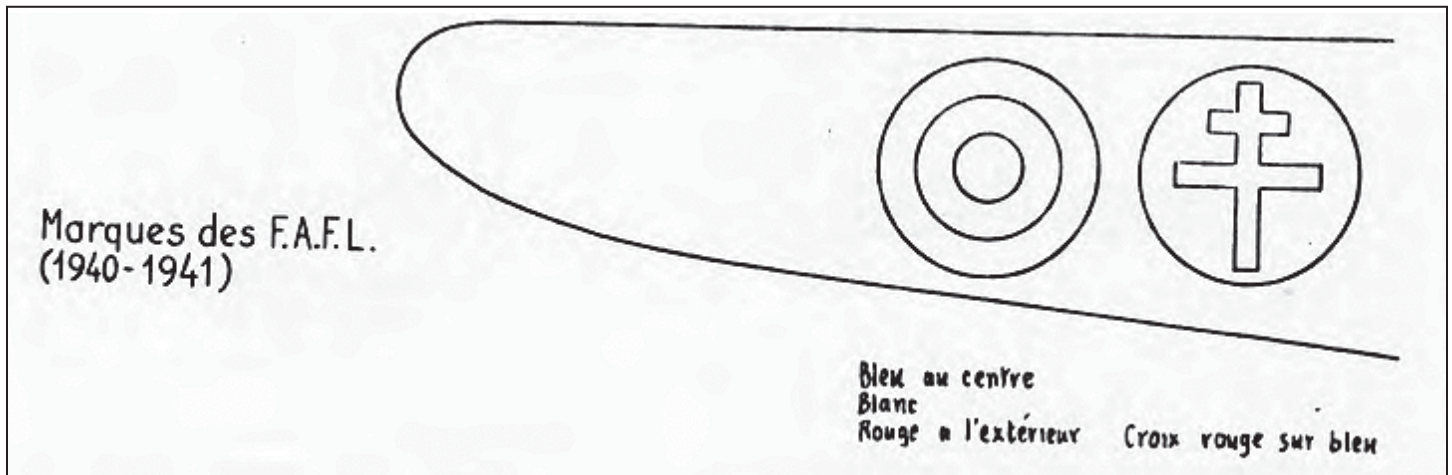


Illustration from Lucien Phillipe's paper showing the original Red on Blue marking.

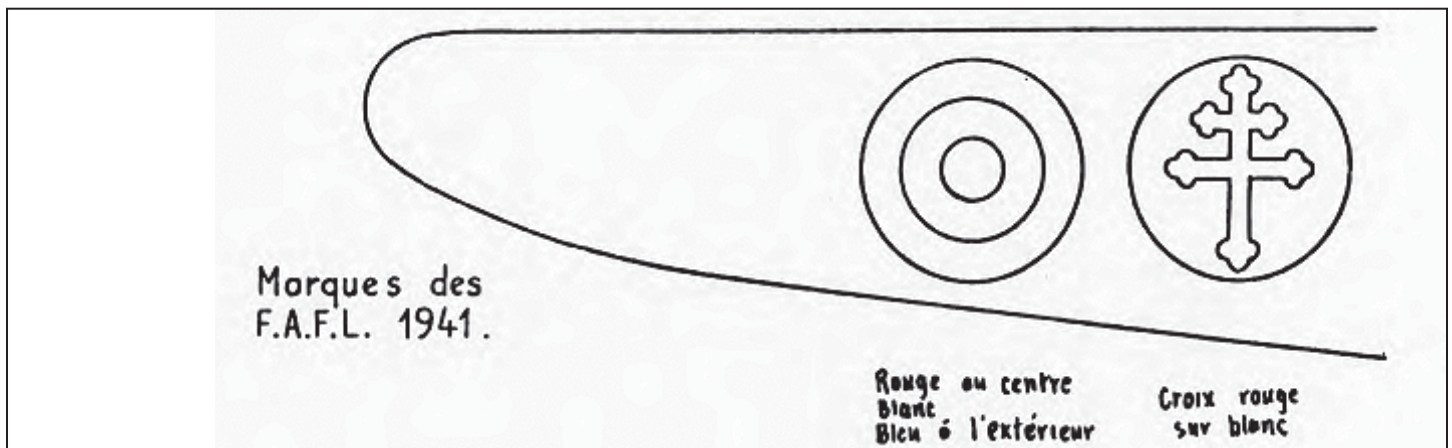


Illustration from Lucien Phillipe's paper showing the trefoiled Red on White marking.

was expected that the Forces Aeriennes Francaises Libres (FAFL) would wear the regulation roundel, and alongside it, a blue circle of the same size as the roundel, with a red Lorraine cross. This version was actually applied to a few aircraft based in French Equatorial Africa.

However, it was realized that this ensign (red on blue) was too dark, and that the Cross of Lorraine could not be distinguished at a distance. On May 17, 1941, Admiral Muselier approved a new version of the naval ensign with the red Cross of Lorraine on a white background, and two red and two blue triangles at the corners.

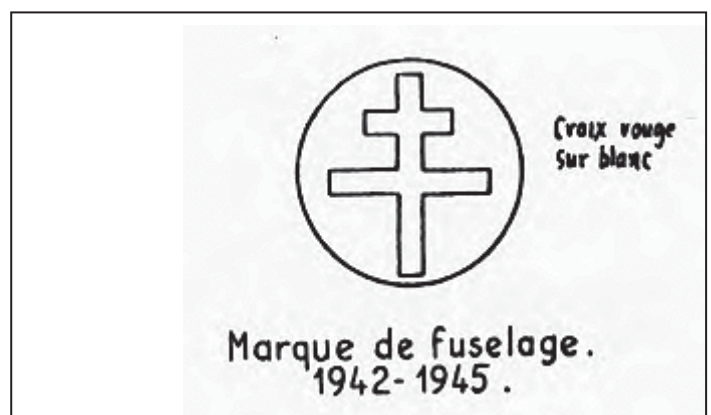


Illustration from Lucien Phillipe's paper showing the non-trefoiled Red on White marking.

carried a fuselage roundel using a cross of Lorraine without trefoils during the Libyan campaign of 1942.”

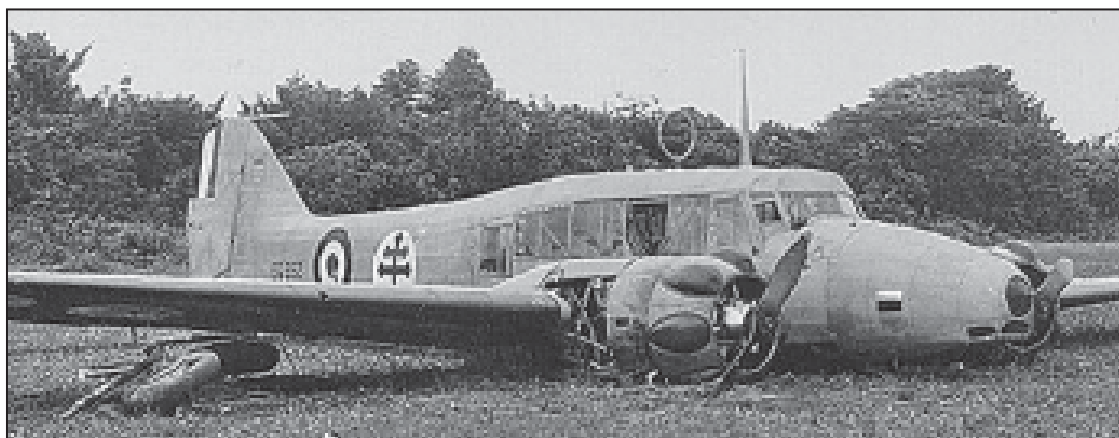
If these general orders specify red crosses, then why are some examples definitely blue? There was a discussion on a French modelling forum a few years ago regarding this. It seems that initially the crosses were painted red as specified. However, it caused some concern that the aircraft could be mistaken for Red Cross marked ambulance aircraft, and so it was decided to change the cross colour to blue. This may or may not have been carried out on all aircraft within all units, so there may well have been red and blue marked aircraft operating at the same time.



Free French Lysanders with trefoiled crosses probably in red.

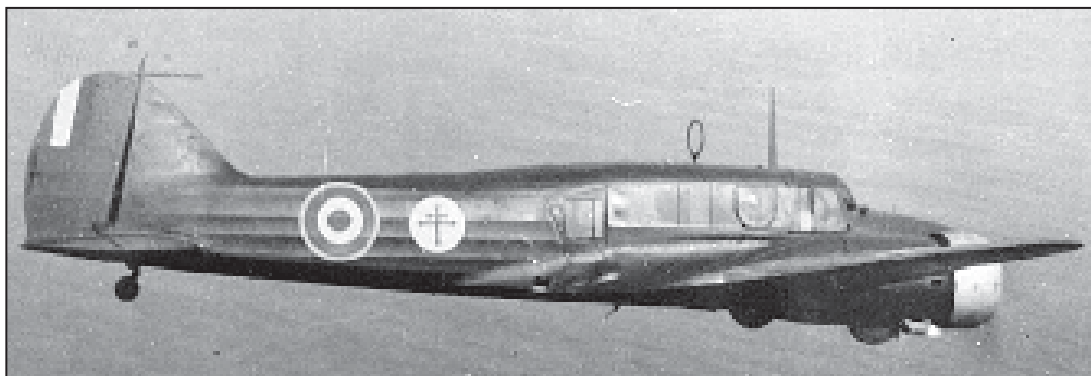


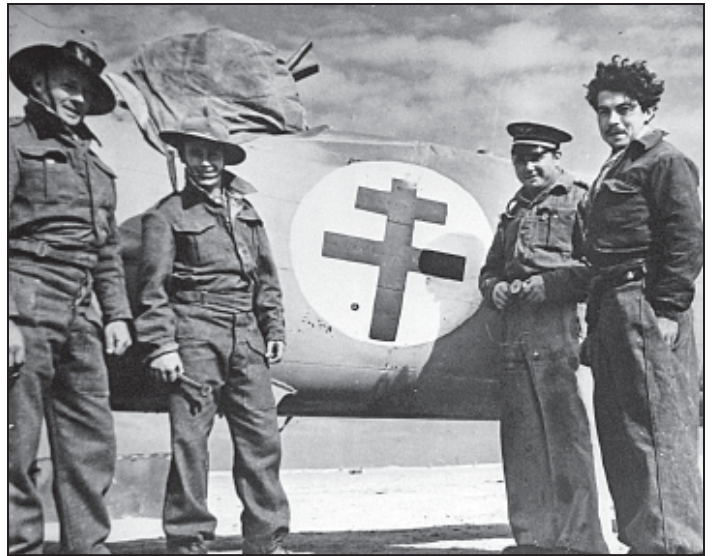
An FAFL airman paints the new Free French markings on an aircraft fuselage. Red or blue? Who knows! There seems to be a narrow surround, which may be a remnant of a previous roundel that he's over-painting.



An Anson – possibly overall yellow? On close examination the trefoiled cross seems to be red.

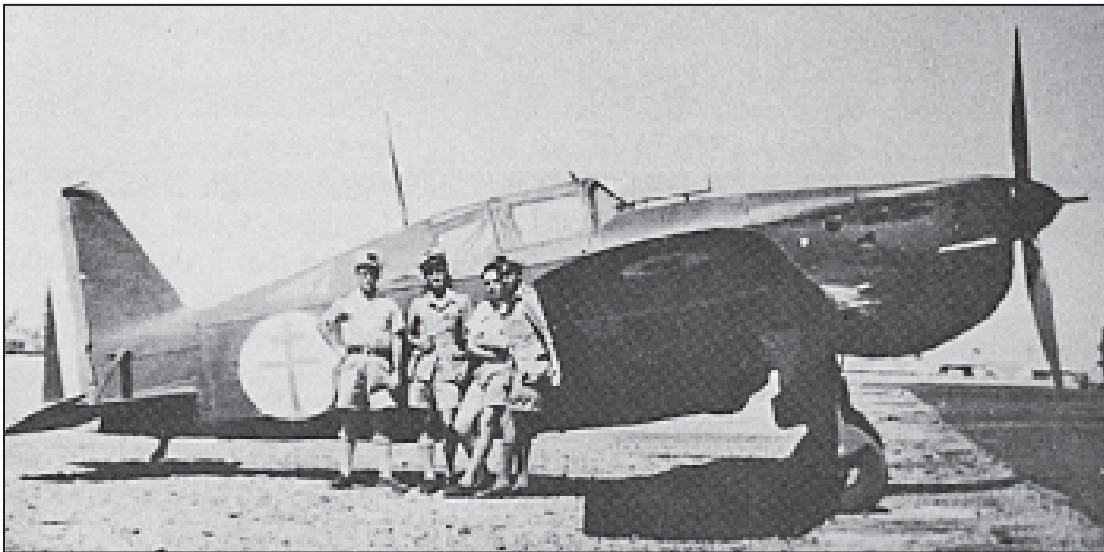
The cross on this Anson seems to be a blue even a bit lighter than the roundel blue.





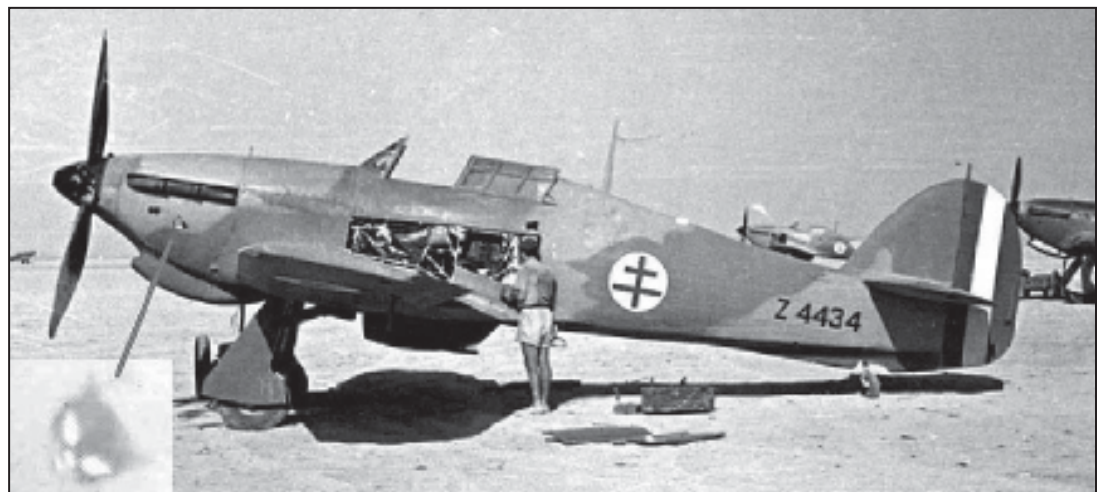
Above: The cross on this Blenheim is dark enough to possible be red.

Left: General De Gaulle exits his aircraft. The cross looks quite light, so may well be blue.



The cross on this Morane MS.506 is obviously blue – compare it to the blue rudder stripe.

Careful comparison to the rudder stripes shows the cross on this Hurricane is probably red.



Last Flight



of the **Silver Stars**

By **Jim Bates**

(All photos Jim Bates unless otherwise noted)

On a crisp, but CAVU, Friday morning in December the last two working Canadair Silver Stars in the United States conducted their final “official” flight before retirement. (The National Research Council of Canada (NRC) still operates Canadair built T-33 C-FSKH for various flight test programs.) The flight, done to commemorate the Silver Star’s long careers with Boeing, departed Boeing Field on December 4, 2020, to make a formation fly-past of Paine Field before returning back to Boeing Field.

Boeing started operating the Canadian built CL-30 Silver Star in 1976, mostly for sensor and missile guidance testing, but more recently the aircraft were used as chase planes for airliner test-flights. The two T-33s which appear in the background of many flight test photos of the 767, 777, and 787, were later supplemented in flight test operations by two supersonic Northrop T-38 Talons. Unfortunately, all good things must come to an end and it was the difficulty of sourcing ejection seat rocket motors that led to Boeing retiring the T-33s in 2020. But Boeing will stay in

the vintage jet business, replacing the two T-birds with a pair of Douglas TA-4 Skyhawks in the near future.

The “Red Bird” (N109X) was built as c/n T-33-298 by Canadair at the Cartierville Airport, in Quebec, being taken on strength by the Royal Canadian Air Force in May 1954 as a Silver Star 3PT (pilot trainer) RCAF serial no. 21298. The jet was only operated by the RCAF for ten years; being struck off strength in May of 1964. During its time with the RCAF, it was flown by 104 KU (Communication Flight) at RCAF St. Hubert, Quebec, and then placed in storage with 6 RD at RCAF Mountainview. The aircraft was sold to Warren Speed Shop of Toronto in 1965 and given the Canadian civil registration CF-SJZ. Not long after, it moved to the United States and was assigned the US registration N109X, passing through owners such as Omni Investment Corp, Aeronautical Specialties, Flight Test Research, and Wally McDonnell. Purchased by Boeing on March 10, 1976, the “Red Bird” was originally used for ALCM cruise missile guidance



Red Bird



Blue Bird and Red Bird in Formation

Boeing photo

system testing, often operated at low level to simulate cruise missile flight profiles. Along with the “Blue Bird”, the “Red Bird” was transferred from the Boeing Equipment Holding Company to Boeing Logistics Spares Inc. on November 16, 2000.

The “Blue Bird” (N416X) was built by Canadair as c/n T-33-369 and was taken on strength by the RCAF during August 1954 with RCAF serial no. 21369. Also a Silver Star 3PT, it was operated by 3 Advanced Flying School to train RCAF and NATO pilots, landing gear up at RCAF Gimli, Manitoba, on June 5, 1956. Repaired by Northwest Industries of Edmonton, Alberta, it returned to service with 4 Advanced Flying School at RCAF MacDonald, Manitoba, and then moved on to 2 AFS at RCAF Portage la Prairie, Manitoba. It was struck on strength by the Canadian Armed Forces on November 10, 1970 and placed in storage in Saskatoon, Saskatchewan. During 1973, it was sold to Leroy Penhall/Fighter Imports in the US and registered as N12416. In 1972 it was sold to Ed Fisher and then to Boeing on April 18, 1980. The “Blue Bird” was pur-

chased for use in testing anti-tank missile sensors and then moved over to the civil chase plane side of the company. Boeing had the “N” number changed to N416X on February 11, 2000 and it too was transferred from Boeing Equipment Holding Company to Boeing Logistics Spares Inc on November 16, 2000.

No final decision has been made regarding the final disposition of the T-33s, but it is planned that they will be donated to Museums.

Special thanks to Jeff Rankin-Lowe and Pat Martin for assistance with the aircraft histories.



*The NRC’s CF-SJZ before flying south to eventually become Red Bird
photo – James Craik collection*

C-47 Trivia...

DID YOU KNOW?

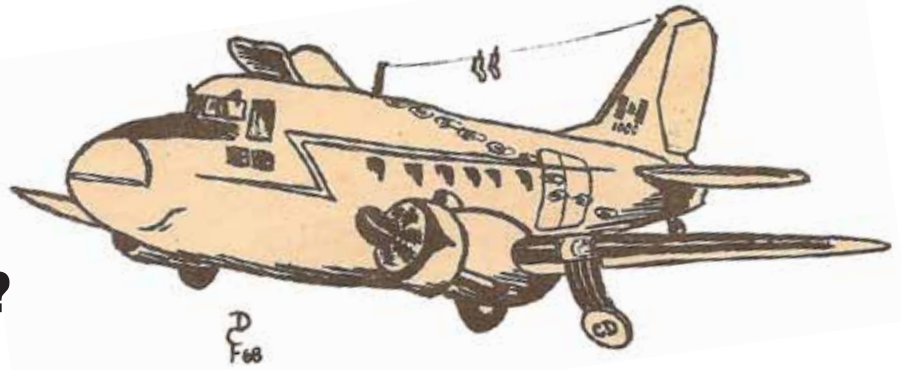
What's in a Name?

by Capt Dave Fletcher,
Base Ops., CFB Summerside (1968)

A rose by any other name...the ubiquitous "Dak", "Gooney Bird", "Dizzy Three" or whatever else one may call it, first flew in 1935 as the "Douglas Sleeper Transport", or simply "D.S.T." and entered airline service as the "DC-3" in 1936. In U.S. Army Air Corps, U.S. Army Air Force, and U.S. Air Force service, it picked up the designations C-47, C-48, C-49, C-50, C-51, C-52, C-68 and C-117, depending upon the individual aircraft's role, what engines were fitted, and whether or not it was a "drafted" civil machine. Additionally, the so-called "popular" names were "Skytrain" and "Skytrooper" although these never really caught on. One C-47 was flown as a glider under the title XCG-17, with engines removed and lead ballast in the nacelles to compensate for the loss of weight. The U.S. Navy applied the designation R4D to the aircraft and this was retained up until the standardization of U.S. designations in the early 1960s.

When accepted for R.A.F. service, the name "Dakota" was officially applied and the R.C.A.F. accepted the same name.

During WW2, the Soviet Union undertook licence production of the type, initially as the "PS84" and later under the design bureau designation of "Lisunov Li-2" (that's a "strange way to spell Douglas!). Not being people to pass up a good thing, the Japa-



nese also acquired a licence to build the machine prior to Pearl Harbour and produced the same aircraft as the "Nakajima L2D type 0". Under the allied recognition code system, this "Dak" was known as the "Tabby". Thus did the same airliner become the standard military transport for both sides! In the post-war period, virtually every airline used the "Dakota", but just to be different, British European Airways christened theirs the "Pioneer".

Close relatives of the "Dakota" were the "DC-2" airliner, which was known in the military as the C-32, C-34 and R2D, and the C-38, C-39 and C-41, all of which were "DC-2s" with "DC-3" wings. The "Dakota" also gave birth to two bombers, the B-18 "Bolo", which was all "DC-3" except for the fuselage, and the B-23 "Dragon" which was a development of the B-18. The B-18 served in the R.C.A.F. as the "Digby" on Maritime reconnaissance duties off the east coast during the first half of WW2.

Today, there are still over one thousand "DC-3s" or derivatives serving with airlines, probably a similar number in military service, and a large number operating as executive transports and in other varied jobs. The Canadian Forces still have about 75 "Daks" flying and one of these, KN201, still flying at Winnipeg, was one of the first R.C.A.F. "Dakotas" over the "Burma Hump". Rest assured, the old "Gooney Bird" will be around for a long time yet.

Have you visited us on Facebook?



Have you visited IPMS Canada's *Facebook* page lately? (<https://www.facebook.com/CanadaIPMS>) In these times of lockdowns and shutdowns it's a great tool to help keep abreast of what your fellow modellers and IPMS Canada is doing. So please visit, and feel free to post pics of your latest projects and other modelling related information.

Our Social Media Co-ordinator, Jim Bates, is always looking for material to add to the page, so if you have anything you'd like to share just drop him a line at rcaflawyerpilot@gmail.com, and he'll let you know what to do.

**So...
your buddy got
a different free
decals sheet!
What's all
that about?!**



When we ordered our IPMS Canada free decal sheets (we do two at a time) we allowed for enough to cover our then current needs (RT 42-4), and also for what we thought we'd need for the next issue they would go out in (RT 43-2). Unfortunately... or fortunately... there was a large influx of new members in the interim. So many, in fact, that we no longer had enough of the free decal sheets to provide one to each member. So... here's the plan.



The IPMS Canada National Exec is looking for a member who would like to take on the Industry Liaison portfolio.

The main responsibility of the Industry Liaison portfolio is to aid and encourage producers of kits and related accessories to issue/include Canadian-related items. An example where this worked in the past was when IPMS Canada worked with Matchbox to have Canadian markings included in their F-101 kit. As we get notice of announced future subjects, we should be there to offer help and encouragement.

We also want to encourage cottage industry producers and short-run manufacturers to make Canadian-related items, while offering help. As an example, look at what member Harold Kisewetter is doing with his CF-100 items.

We will send our “new” free decals to existing members and as many of these newly-joined members as we have sheets. There will then be some newly-joined members who won't get the current free decal sheet. But fear not! We have a solution. Those members who joined too late to be in the new decal sheet chow line will be sent one of our previous IPMS Canada free decal sheets. Being new members they will not have received them at the time they were originally distributed, so for them they will be “new” free decals... just different ones. We will also place a link on the website to a PDF of the **RT** issue that came with those decals so they can view or print it as their reference instructions. (Don't worry... we'll be including a printed note along with these substitute decals to explain everything again.) Everyone will get a new-to-them free decal sheet, and everyone should be happy. And in the future we'll increase our decal print run so we won't have to go through this again!

How can IPMS Canada influence manufacturers to produce items of special interest to Canadian modelers? We probably can't with the big companies like Airfix, Tamiya, Hasegawa, etc. who will be listening to their own market research people, so we should direct our efforts more towards the smaller model producers. Today these would be largely Eastern European and Ukrainian companies. Also, there are the numerous cottage industry producers all over the world doing stuff like resin conversions, detail sets, 3-D printed kits, etc.

What could IPMS Canada offer?

- Research and references for certain (usually Canadian or Canadian-used) items. Measurements, tech documentation, markings documentation, photos, etc.
- A small but enthusiastic market.
- Free promotion and publicity for those working with us.
- Possibly the ability to connect them with Canadian distributors and/or vendors.

If you think you'd be interested in helping with this, and could work with the gang of bizarre characters that make up the National Exec, here's your chance. Email us (box626@ipmscanada.com) and let us know a bit about yourself and how you would approach Industry Liaison. We'll sift through the hundreds of applications (that's a joke, folks!) and maybe get back to you to pick your brain a bit.

NEW PRODUCT

PAINT RACKS from



If you're looking for a way to get your paints out of a drawer or a box, or up off your workbench, or just better organized, Wingman Tools has just the thing for you. Large 3D-printed paint racks that can hold either 54 bottles of 10ml Tamiya/AK/Gunze paint or 54 dropper bottles of 17/18ml Vallejo, Mig, AK, Army Painter, Andrea, Hataka and more. (Holders for more types and other products coming soon.)

Available in black or white, the racks spin on their base so you can easily browse through what you have available. They have a felt base so they won't rattle around, a knob on top to pick the whole thing up and move it, and they're shipped as a kit you put together. Created with care and using only premium materials, the racks are surprisingly strong and are made to last.

See them today at <https://wingmantools.ca/> Use code IPMS15 to get the **15% discount for IPMS Canada members!**

Watch for a review in the next *beaveRTales*.

(*Wingman Tools* is member Daryl, and Lynne Dean from Ottawa)



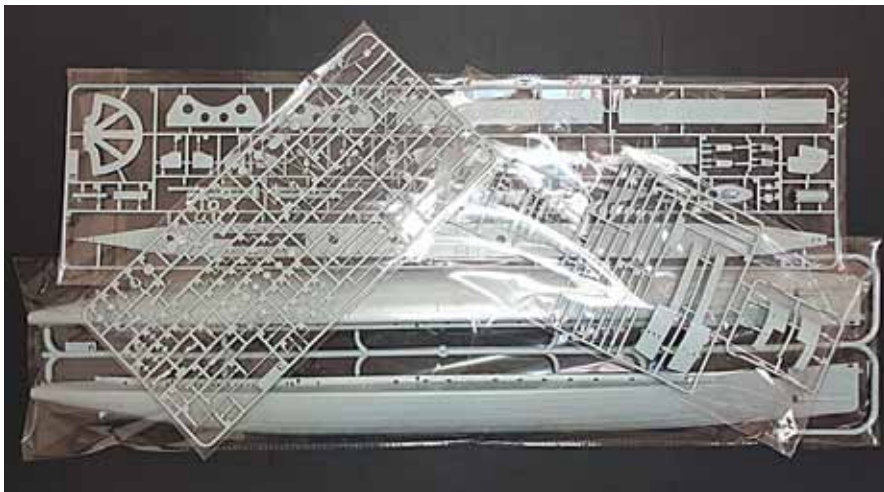
BRITISH COLUMBIA'S Submarine Fleet

by Jim Bates

It appears that Das Werk has a hit on their hands with their recently released 1/72 U-9 U-Boat kit. If they are looking for ideas on a follow-up, how about the HMCS CC-1 and CC-2, Canada's first two submarines? (Note that they weren't the same class as the U9, but are similar in look and typical of subs of that era.)



Das Werk 1/72 scale U9 class U-boat kit.



U9 kit parts.

A couple of friends are big fans of the Drachinifel YouTube channel. It was suggested that I check out a recent video on the Royal Canadian Navy which is humorously subtitled "Sinking you, but politely." I enjoyed the video. While I was aware of the the RCN's Corvette story thanks to the 1/72 Matchbox kit (A kit I lusted after in my youth, but never got a chance to build); I was surprised by the story of Canada's first two submarines. Wow, how have I never heard this story before?

Ok, I take that back, they weren't bought by Canada, but the province of British Columbia. While the thought of a province with its own military service seems rather shocking, it does make some sense

that the province, so remote from the Atlantic Ocean and Canada's capital in Ottawa, would want to defend its shores. The CC-1 and CC-2 submarines were not identical, but similar versions designed by the Electric Boat Company. The Electric Boat Company contracted with the government of Chile to build the two boats, but, after completion, the deal fell through. Subcontractor *Seattle Construction and Drydock Company* looked to off-load the boats and the Premier of British Columbia stepped in to purchase the subs. The two subs left Seattle without permission on August 3, 1914 and made their way to British

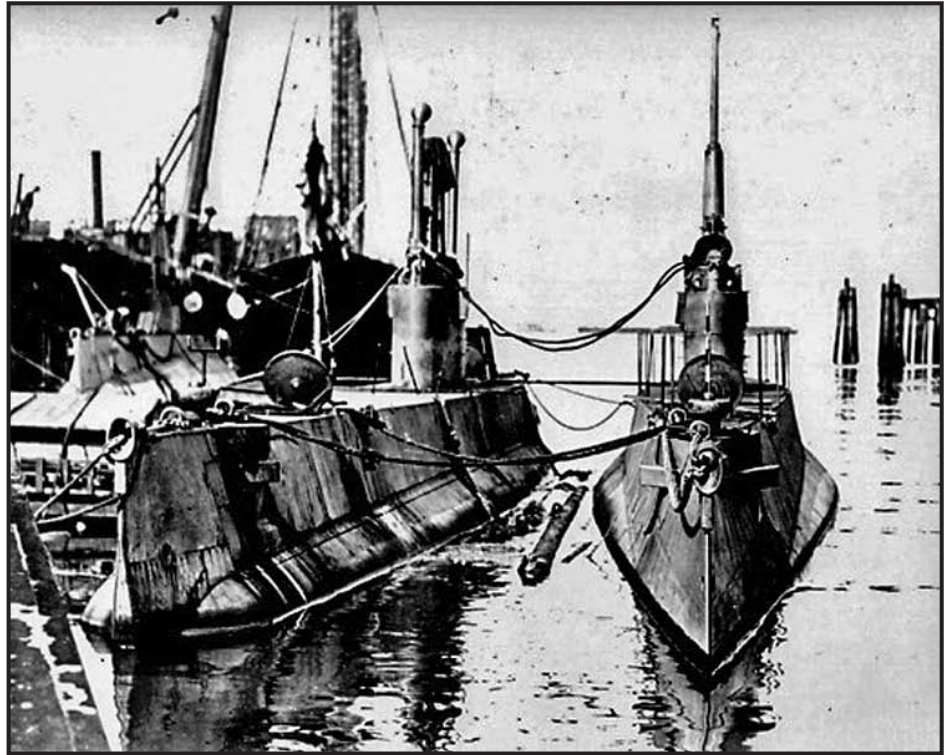
Columbia, with the USN in chase. Within days, the submarines were transferred to the Canadian government and joined the RCN, being renamed HMCS CC-1 and HMCS CC-2 on October 1914.

However, the RCN had a problem. World War One had broken out in Europe, and the subs were based Esquimalt, B.C., in the Pacific. After their refits in 1914, the two subs undertook patrols and training in the Pacific, but a decision was made in 1917 to send the boats to the Atlantic. Leaving B.C. on July 21, 1917, the two subs had – in the best tradition of RCN second-hand submarines – multiple maintenance issues, failures, and problems, but the crews persevered and they were the first RCN war-

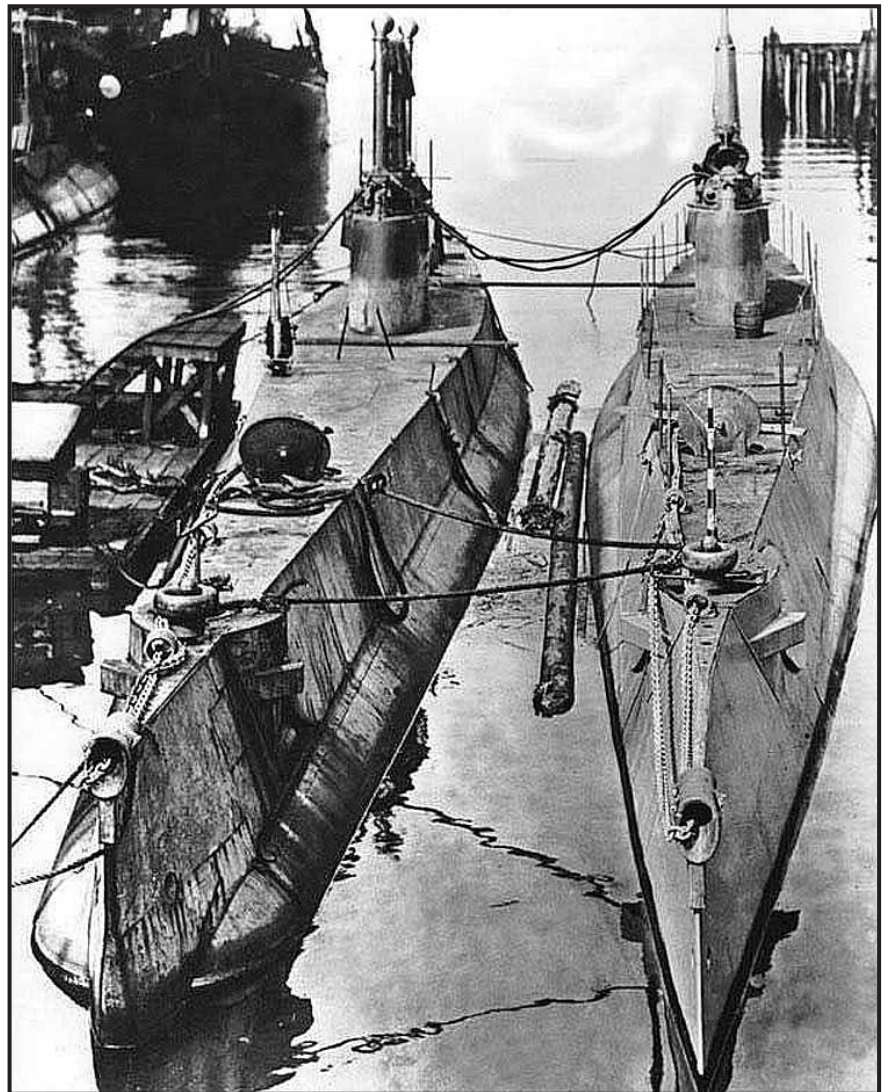
ships to pass through the Panama Canal. Finally arriving in Halifax during October 1917, after many stops for repairs, the two subs were found to be in need of an overhaul. During their time in drydock, the subs survived the Halifax Explosion. But after all this work, expense, and time, the boats were used as training craft and never went on patrol in the Atlantic.

So yea, these things didn't do much to help the war effort, but hey, I'd buy one copy of a 1/72 CC-1 or CC-2. See Das Werk, a guaranteed seller!

(Photos are courtesy of the Department of National Defence/Library Archives Canada. I'm unclear if the photos were taken in Seattle or Halifax, or even one of each.)



The two submarines tied up alongside the jetty. Some may be wondering what those things floating in the water between the two boats are. They're logs, used as bumpers to prevent the subs' hulls from bumping into each other and possibly causing damage.



Chapter & Member Liaison

Kerry Traynor



Chapter Charters

Last year IPMS Canada took the time to review its governance responsibilities and some changes were the result of that review. In particular was a revision to the Chapter Requirements document that has been around for a good number of years. The Chapter Requirements document was revised to better reflect what is happening in other national branches around the world and to have the chapters more involved in the growth of both IPMS Canada and the chapter itself.

To be clear, chapters will continue to administer themselves and set their own rules in terms of how the chapter operates. What we have introduced are standard governance requirements which will allow for continuity across Canada. Of course, IPMS Canada has always had rules that a chapter must adhere to in order to be a chartered chapter of IPMS. These rules include the minimum number of members in the chapter, who on the chapter executive must be IPMS Canada members and the requirement to be inclusive and welcoming to all.

It is hoped that the new Requirements and Guidance document will see the chapters and IPMS Canada working together to produce growth of IPMS Canada membership within the chapter as well as the growth of the chapter itself. This initiative is pivotal to both IPMS Canada and the chapters as it will decide the strategic direction of IPMS Canada on how we move forward with the chapters.

In late 2020 we rolled out the new IPMS Canada Requirements and Guidance document and sent it along to the chapters. The chapters were required to read the document, put together a summary of chapter information (number of members, chapter contacts, place of meeting, etc.), sign the Acknowledgement form stating that the chapter will uphold the aims and ideals of IPMS Canada and return the form to me. It was hoped to have this portion of the project wrapped up by early March 2021, but with COVID-19 lockdowns, etc., this has proven difficult for some chapters. By the time you read this I hope to have it all wrapped up.

For your information:

As of 14 May 2021, we received notice from 3 chapters that do not meet the minimum requirements for being an IPMS Canada chapter and don't see themselves being able to do so in the immediate future. We have placed these chapters on probation (no chapter status) and will be working with them (if they chose to...) in building their membership. The chapters are:

IPMS Annapolis

Limestone City Model Club (Kingston)

IPMS Taber / Lethbridge

For anyone who wishes to read the IPMS Canada Requirements and Guidance document, you can find it on the IPMS Canada website at:

<https://ipmscanada.com/requirements>

As always, if you have any questions or concerns about the Requirements and Guidance document or anything else IPMS Canada related, please do not hesitate to get in touch with me. In the meantime, stay healthy and stay safe.

Take care,

Kerry

The IPMS Canada



PARTNERSHIP

continues...

IPMS Edmonton, IPMS Réal Côté (Montreal), and IPMS Winnipeg are the latest IPMS Canada Chapters to sign-off on the chapter chartering documents and re-up! Congrats to all the members in Edmonton, Montreal and Winnipeg.



Scotty's Austers addendum



John Bradley of Winnipeg emails...

"I have just received the latest *beaverTales*. Excellent as always. I am adding a portion from my forthcoming book, *100 Years of Canada's Air Forces 1914 - 2014 Squadrons and Flying Units of the RCAF*, dealing with 666 Squadron. Please note that the book is not about the people within the units, with a few exceptions, but of the aircraft. I am including this as the article in *beaverTales* mentioned you did not have a definitive list of aircraft serials. Included is the list of all known aircraft on squadron strength. Also please note that while there is no serial listed for the Auster Mk. IV, the squadron did indeed have at least one but unfortunately the serial was not mentioned in the ORB or other official documents.

No. 666 Squadron

Known Codes: BX

Motto: None

Badge: None

Battle Honours: None

No. 666 (Air Observation Post) Squadron was formed on 5 March 1945 at Andover, Hampshire, England to perform spotting and ranging duties for the Royal Canadian Artillery. The squadron then moved to Friston in Sussex on 18 April 1945 to complete their training.

No. 666 (AOP) Squadron proceeded to B. 77 Gilze-Rijen in The Netherlands as part of the 1st Canadian Army on 28 May 1945. The unit then moved to Hilversum on 6 June and then to Apeldoorn, both in Holland, on 25 June 1945.

It was at Apeldoorn that the squadron was disbanded on 1 November 1945. Among their pilots was a future radio, television and motion picture star called James Montgomery Doohan, whom most will remember as Montgomery Scott, chief engineer of the Starship Enterprise of *Star Trek* fame. The unit was to have originally been formed as No. 3 Canadian (Air Observation Post) Squadron (Royal Canadian Artillery) during June 1944. It was decided during September of that year that the squadron would be formed along British lines which meant that the aircrew would be Army pilots while all of the

administration and servicing would be carried out by the RCAF. This meant that No. 3 (AOP) Squadron (RCA) would become No. 666 (AOP) Squadron.

Higher formations included No. 43 Operational Training Unit, No. 70 Group, Fighter Command and First Canadian Army.

Aircraft on strength:

Auster A.O.P. Mk. I - **LB381**

Auster A.O.P. Mk. IV -

Auster A.O.P. Mk. V - **MT361, MT363, TJ345, TJ366, TJ369, TJ399, TJ402, TJ417, TJ418,**

TJ431 (Severely damaged after striking a stand of trees after the engine failed while attempting an overshoot north of Friston on 16 May 1945. The aircraft was written off);

TJ457, TJ459, TJ472 (Severely damaged after flying into high tension power cables, location not specified, on 22 May 1945. The aircraft was written off);

TJ478, TJ479, TJ480, TJ519, TJ520, TJ521, TJ522, TJ523, TJ532, TJ533, TJ534, TJ567, TW400, TW454, TW462, TW496

Confidential R.A.F.—TRAINING REPORT R.A.F. Form 5015. A.O.P.

PILOT

No. 63 OPERATIONAL TRAINING UNIT

1. Surname: DOOHAN, Christian Name: JAMES MONTGOMERY.

2. Number: ... 3. Rank: Lieutenant. 4. Course No.: 60.

5. Posted from: 22 R.F.C.S. 6. Date course commenced: 15/2/45. 7. Date course ended: 9/2/45. 8. Posted to: ...

9. Ground Examinations				10. Flying Tests			
Subject	Marks Allowed	Marks Obtained	Subject	Marks Allowed	Marks Obtained		
(a) Airmanship - A.O.P.	300	290	(b) General Flying ...	400	268		
(b) Airmanship - I.A.P.	300	180	(b) Applied Flying ...	200	134		
(c) Massacrelogy - I.A.P.	100	70	(c) Instrument Flying ...	250	-		
(d) Navigation - I.A.P.	200	140	(c) Night Flying ...	100	67		
(e) Signals ...	100	60	(e) Link Trainer ...	50	-		
Total ...	1,000	670	Total ...	1,000	469		
PER CENT.		67%	PER CENT.		46.9%		

11. Assessment of qualities of Character and Leadership ... 100 75

12. Remarks:

O.P.I. An average pilot: inclined to be a little "ham", but copes quite well.

O.S.I. An average type.

I.O. Inclined to be erratic in shooting, but is very keen and has a pleasant personality; should do well given experience.

O.O. Average all round.

Date: 10th May 1945. Signed: [Signature] 1st. Col.

(R.A.F.—Flying Times and Accident Report sheet attached.)

Doing more research on 666 Squadron tonight, I found his Training Report. Note the comment from the CFI...

"An average pilot: inclined to be a little "ham", but copes quite well"

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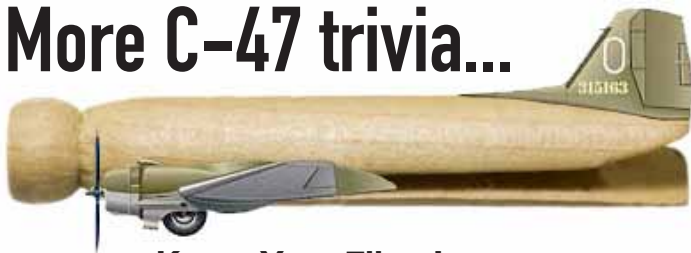
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More C-47 trivia...



Know Your Film Jargon: The True(?) Story of the C-47

It's your first time on a movie set. You're nervous, excited. You watch impressed as more than a hundred crew members scurry to set up a shot that will probably last no more than 5 seconds in the final film. Then, someone turns and asks you for a C-47. Not wanting to reveal your inexperience, you nod knowingly and begin a frantic search around the set.

C-47... Sounds important. Maybe it's a type of light? Or a camera filter? Then again, C-47 sounds vaguely electrical – maybe it's a cable?

One of the great things about film production is the slang, much of which dates back to the early days of Hollywood. Spend time on a set, and you'll hear dozens strange terms... jokers, hot bricks, redheads, stingers, sticks, the martini, the Abby Singer, cookies, etc.

One of them is the slang for a simple wooden clothespin – C-47.

Why is it called C-47? There are a bunch of stories, all of which are probably apocryphal. One has it that C-47 refers to the extremely versatile military aircraft used during World War II. Because clothespins are also versatile in film production, they were honored with the name by returning servicemen.

Another story goes that C-47 was simply a catalog number for a bag of clothespins (or in an alternate version, a World War II requisition number). A third is that a particular movie studio stored clothespins in a bin marked C-47, and the name just stuck. A fourth claims it was the patent number.

The *REAL* story (at least the version most widely believed to be genuine) is that back in the early days of Hollywood, studio heads auditing equipment requests from lighting departments would go crazy over the idea of spending good money for something as simple and mundane as clothespins. Hence, "clothespin" was quietly changed to the far more impressive-sounding "C-47", and all requests were immediately approved by clueless execs.





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Alberta Aviation Museum

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



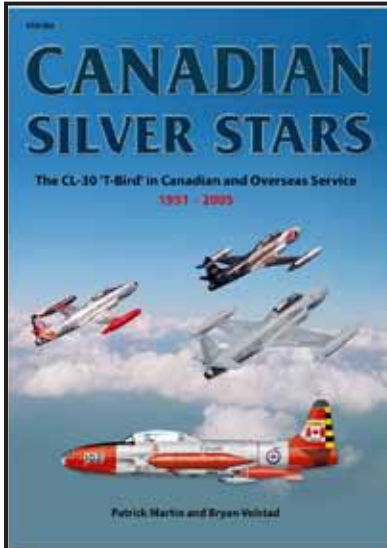
British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – www.bcam.net



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