



Yup...

they're all gone! IPMS Canada has now sold all of the **RT** Back Issue Archive USBs.

They were so popular that we had to re-order them twice. The demand seems to be slowing now, so it was decided to leave it at that. If you wanted one but never got around to ordering one... sorry. We will consider producing more sometime in the future... possibly with the addition of more recent volumes.



ATTENTION LOCAL CHAPTERS

Fortunately, it looks like the pandemic in Canada may be on the wane. I'm sure many of us have been thinking about returning to some semblance of normal chapter meetings and events in the future. When you do, we'd all like to hear what and how you're going about it. This is something we've never faced before, and we can all learn from each others' experiences. So when your Chapter does start up meeting in person again, how about sending us a small write-up and some pics of your meeting. Let us know what ideas you've come up with to ensure smooth safe operations, and how it's working out.



Jim at his installment ceremony.

CABINET SHUFFLE

Jim Bates of Bellvue, Washington, has taken on the IPMS Canada Industry Liaison portfolio. You probably already know Jim from his work on our Facebook page. In his new position he will aid and encourage producers of kits and related accessories to make Canadian-related items.

For a more detailed description of what's involved see the last *beaverRTales'* **HELP WANTED** piece on page 12.

To this end we ask for your help and participation. If you hear of someone who will be producing items of interest to Canadian modellers, do let us know so that we can approach them with offers of assistance while it's still in the preparatory stage.

Also, if anyone has ideas for modelling subjects or accessories (be realistic, please) pass them on to us. Perhaps we can farm out the ideas to producers who may be able to run with them. I'll start with two: I would like to see conversion parts – resin probably – for an Avro Anson Mk.II. Also how about a Canadair Sabre Mk.2 canopy. There... now it's your turn.



... like maybe your membership card, a renewal notice, a free decal sheet, or something else? If you recently renewed, or

if you're a new member, or you're expecting some decals, the item will have been slipped into your **RT**. Unfortunately there's not much holding it there, so it's quite possible that when you pulled your magazine out of the envelope, the item slid out and fell to the bottom and you don't even know it's there. So just take a look before you throw that envelope into the recycling bin... or before your cat get's it!



YOUR FEEDBACK

(some comments have been edited for length, etc)

Vic Scheuerman of Sherwood Park, AB writes:

The latest issue arrived with those great decals. Like the subjects – even the jeep! I enjoyed your comment about going old school with research. I had the same experience this summer and it has made me pay more attention to the material at hand on the shelf.

I have made a model of the last sheet... I had lots of spare time so I built the old Hasegawa F-5 and used today's decals...well... today



Jim MacKenzie of Gatineau, QC writes:

Received the latest great issue of **RT** along with the decal sheet. Great stuff, and although I'll have great plans to use the decals it will probably never happen.

I'd just like to express my thanks to Steve for such a great job on a great magazine. The time and effort expended must be considerable. And of course thanks to all the other guys who put in so much time and effort to support Steve. Looking forward to the next and following issues.

Rod Digney of Kanata, ON writes:

Another great issue of **RT**, Steve, and a beautiful decal sheet. Further to the decal sheets, I repeat a suggestion I tried to post on Facebook (but it got removed...!) - could you try to fit onto these custom sheets a title referencing which issue of **RT** they came from. Even better would be to name the subjects with the decals. I have a couple binders of decals, including several previous IPMS sheets, and I don't know what the subjects of the decals are without prowling through a bunch of past issues of **RT**. I now photocopy the cover or table of contents of the

RT to file with the decals. Also, perhaps the recently published **RT** Index could have a new folder with a separate list of IPMS Canada decal sheets and subjects. Just some food for thought.

*(Great suggestion, Rod. It should be easy to add the **RT** issue number to the sheet. As for including the various subjects... another good idea, but we'll have to see how much room that would take up. Ed)*

Jeff Robinson of Nelson, BC writes:

Just a short one here, many thanks for the prompt address change, the latest **RT** arrived yesterday at the new place, perfect! The decal sheet is fabulous, you guys hit it out of the park!! Excellent subject matter and as usual perfect decals! Love what you're doing and love the decals, hope that keeps happening... well worth it.

Gilles Builds Because...



In case you haven't yet seen it, member Gilles Pepin of Pointe-Claire, QC was recently featured on Airfix's "**I Build Because**" web page. The link below is the article sent by Airfix to their ca. 150,000 subscribers. <https://uk.airfix.com/community/i-build-because/gilles> Congratulations, Gilles.

Anyone wanting to learn more about Gilles and his projects or contact him, can do so by visiting his website – <https://www.heritagemodelaircraft.com/>

CAR CORNER

Squadron Cars

We were recently passed a photo by RT editor Steve Sauvé. In the background we have a D.H. Vampire in the distinctive vampire bat markings of 442 Squadron. But does anyone know what the vehicle is? It looks like part VW Beetle and part Chrysler PT Cruiser!



A member of the RCAF Golden Hawks stands with his (?) Sunbeam Alpine. The car is overall gold, but it's odd that the hawk marking on the side is in black & white rather than red & white as on the Sabres.



And another oddball (unfortunately not the best quality photo). This one belongs to 430 Squadron. They were stationed at Grostenquin, France, so this may well be a French car. Again, if you have any ideas please let us know.

T-33A 0-80540 being rolled out in September 1975 at Reykjavik, Iceland. The Cadillac tow vehicle (not sure what year or model it is) wears a similar SEA-type scheme.



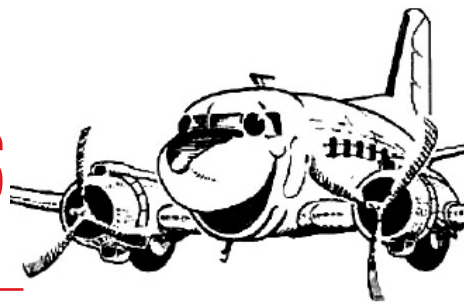
A VW bus done up in 439 Squadron colours. Note the tiger head and prop warning stripe... or perhaps with no prop to be seen it's a turbine warning stripe!



A change-of-command ceremony at the 456th FIS in 1963. The "Command Staff Car" is an early 50s Nash Rambler convertible, finished in ADC gray and complete with squadron tail flash, command stripes... and white-walls.

The story of 42-92518/KG330/12913/C-GWZS

by **John Lumley**, Major (ret'd)



It's rare that one particular aircraft has served faithfully for 80 years and still provides valuable service. As of 2021, this is the case with Douglas C-47/Dakota 42-92518/KG330/12913/C-GWZS. During my initial tour with the Canadian Forces Flying Training Support Unit (CFFTSU) in CFB Winnipeg, Manitoba, I had the privilege of flying that particular aircraft on 20 separate occasions. The first was February 25, 1972 and the last on May 26, 1975. The latter, while not my last C-47 flight, was significant in that it marked the end of student navigator training in Canadian Forces' Dakotas. More on that later.

The aircraft rolled off the Douglas, Oklahoma City production line as USAAF C-47A-5-DK serial number 42-92518. It was transferred to the Royal Air Force on 14 January 1944 and, as a Douglas Dakota Mk.III, was assigned the RAF tail number KG330. Shortly after, it, like thousands of other aircraft, took a northern route over Canada, Greenland and Iceland on its trans-Atlantic ferry flight and landed in Prestwick, Scotland on 16 February 1944. It was then assigned to 512 Transport Command Squadron at RAF Broadwell. There it participated in a number of leaflet dropping operations across occupied France.

On 03 June 1944, KG330, like all aircraft destined to cross the English Channel in the following days, had invasion stripes applied in preparation for D Day operations. Then on the night of 05 June Flight Lieutenant Matthews along with co-pilot Sergeant Thompson, navigator WO Bromigo and extra crewman WO Tonner took off from Broadwell in support of Operation Tonga. This was the code name given to the airborne operation undertaken by the British 6th Airborne Division between 5 June and 7 June 1944 as a part of Operation Overlord and the D-Day landings. Also on board were members of the 9th Parachute Battalion as part of the 6th Airborne Division. Theirs was a one way trip. The exact location for the para drop was 3 miles (4.8 km) inland

between Cabourg and Ouistreham just north of the heavily defended city of Caen. The paratroopers were tasked to destroy a heavy coastal battery and to position themselves on the canal between Caen and the port at Ouistreham. Visibility was good, no casualties were reported and the aircraft returned to base at 03:35.

The next reference I found relating to KG330 while still with 512 Squadron was a brief narrative about its repatriation of Belgian nationals from Germany—both slave labourers and former concentration camp inmates. At that time it also carried the squadron designation HC –AT. The aircraft brought infantry and airborne commandos into Germany that fought to free the slave labourers and then brought the labourers back home – an honourable undertaking if there ever was one.



The repatriated Belgians disembarking at the Brussels Airport

Photo Imperial War Museum

The next discovery relating to KG330 was about a search and rescue mission conducted on 24 March 1948 after its transfer to the RCAF. The aircraft was now with No.111 (K) Flight at RCAF Station Winnipeg, Manitoba with the aircraft code VC-CFB. On

that early Spring day, it flew over 1,400 nm north of Winnipeg to Arctic Bay, in what is today's Nunavut, to rescue Edith Dodds who needed urgent medical care. When they arrived at Arctic Bay, they were met with four to ten inches of "virgin" snow. Fortunately, the Dakota was equipped with skis and the crew had no problems landing or departing other than having a longer than normal take-off run. This was also a record-setting flight as the unit had the distinction of having landed a wheeled/ski mounted aircraft the farthest north in Canada.



DND Photo PL38821

On 26 June 1970 KG330 gave up its long standing tail number and became 12913 – same aircraft but with a new number which was in keeping with the revised Canadian Forces aircraft numbering system. On 25 February 1972, I was with the previously mentioned CFFTSU in Winnipeg and flew 913 for the first time as co-pilot for Lt. Jim Birrell. We flew from Winnipeg to Flin Flon and back and logged 5.8 hours. I flew nineteen more flights in it, some as co-pilot and others as aircraft captain. My last was on 26 May 1975 and that proved to be a milestone in Canadian Forces aviation history.

In 1975, the Canadian Forces were rationalizing their various fleets. Part of that was the plan to retire all the Dakotas including the once CFFTSU and now 429 Squadron fleet stationed in Winnipeg which supported the Canadian Forces Air Navigation School. Those aircraft were to be replaced by four CC-130Es equipped with training consoles in the cargo compartment with each capable of accommodating four student navigators. So, the last two student training flights conducted in a Dakota occurred on 26 May 1975. 12913 was one of those two aircraft.

The two aircraft involved were 12962 with the call sign Alert 21 and 12913 which was Alert 22. The crew of Alert 21 included Capt Csaba Hezsely (pilot), Major John Farnham (co-pilot), Capt Tom Lott (naviga-

tor) and Capt Bob Bujold (student). The crew of Alert 22 included myself (pilot), Capt Rick Ainley (co-pilot), LCol Brittain (navigator), Capt Lloyd Goethals (navigator) and Capt Jack de Belle Feuille (student). The route flown went from Winnipeg to Saskatchewan River 'forks' and back. The total logged time (in our Alert 22's case) being 5.2 hours. Alert 21 took off first with Alert 22 following five minutes later. Cruising altitudes were two thousand feet apart. While both aircraft had a nominal cruise speed of 145 knots (the APS 33 radar dome protruding from the belly incurred a five knot loss in true air speed), circumstance/differing winds at altitude/whatever saw Alert 22 pass Alert 21 and land ahead of Alert 21. Hence the long standing debate as to who flew the last nav training flight. Both Capt. Hezsely and I laid claim to having flown the last flight, my claim being based on the fact that we, in Alert 22, were the second aircraft and his on the fact that he landed last. Forty-five years later, it is probably time we simply call it a draw and share the honour.



Alert 22/12913 & crew. Author is second from the left.

—CFB Winnipeg Base Photo

Not long after that final navigator training flight, 12913 was flown to Saskatoon for disposal and finally struck off strength on 23 October 1975 thereby ending over 30 years of war and peace-time military service with both the Royal Air Force and the RCAF/CF. To commemorate the end, McDonnell Douglas kindly presented the remaining Dakota aircrew with an etched gold-leaf picture of a Royal Canadian Air Force Dakota.

Unfortunately or fortunately, depending on one's perspective, 1975 proved not to be the end of the Dakota's service with the Canadian Forces. Instead, 402 "City of Winnipeg" Squadron relinquished its DHC Otters and went on to operate up to nine examples of the venerable Douglas Swept Wing Racer in the light transport and SAR, roles thereby becoming the last unit in the Canadian Forces to fly the type. They were all eventually/finally retired in 1989.



402 Squadrons 12944 in D Day markings prior to retirement flypast 1989 – Author's photo

As an aside, on 09 May 1975, as part of the Dakota fleet downsizing, I had the occasion to fly Dakota 12933 to Saskatoon on its retirement. Each crew member, including myself, took a small item from the aircraft as a souvenir of the event. In my case, I took a small faded composite plaque that was screwed onto the hydraulic panel behind the co-pilot's seat. The plaque had the Douglas logo and the original serial number. A few days later our crew was informed that if the previously mentioned plaque was not returned immediately, a police investigation would follow. Apparently, the item was the original aircraft identification plaque installed at the time of manufacture and the aircraft could not be sold without it. Needless to say, I returned it.

In its post military life, 12913 was eventually purchased by Northwest Territorial Airways of Yellowknife, demilitarized/civilianized and registered as C-GWZS on 18 January 1982.



NWT C-GWZS –Dave Dickens photo

Then on 28 September 1988, C-GWZS was re-registered with Buffalo Airways where it continues to provide faithful service and still make the news. How? Seventy years to the day after dropping members of the 9th Parachute Battalion as part of the 6th Airborne Division during D Day on June 6th, 1944, Buffalo Airways, in conjunction with the TV series "Ice Pilots", set about to commemorate the event. To mark the drop, 16 soldiers of the Princess Patricia's Canadian Light Infantry made a low-altitude parachute jump from C-GWZS (KG330/12913) into the freezing waters of Abraham Lake, west of Red Deer, Alberta. As in 1944, the visibility was good, no casualties were reported and the aircraft returned to base. This time, however, the base was Red Deer, Alberta and not RAF Broadwell, England.

As of this writing (2020), there is still no end to this Douglas Gooney Bird story. Douglas Dakota 42-92518/KG330/12913/C-GWZS to fly with Buffalo Airways giving testimony to those who designed and built it some 80 years ago, 40 years after man's first powered flight. You might even find Buffalo Joe in the left seat.



Flickr.com photo

I'm not finished. I can't end the story without introducing my model. No, it's not of 42-92518/ KG330/12913/C-GWZS but rather of a sister ship that I also flew. It's the Monogram 1/48 C-47 with Leading Edge decals and scratch built passenger stairs.



TRACKER HELP WANTED

We recently received the following email from Francesco Majorana, editor of PMS Italy's magazine:



"...With my local branch we are producing a book dedicated to the S2F Tracker use in the Italian Air Force. The book will have mainly two sections: one is devoted to the history of the Stouf with the IAF Squadrons and another one about modelling the Tracker in 1/144, 1/72 and

1/48. We will also include also an international section, and I would like to ask your members if they could find some high quality pictures of Canadian Trackers that we can publish. Of course the pictures will be credited to the owner of the rights."

*Kind regards
Francesco*

We have already sent Francesco copies of the old Canadian Tracker **RT** issues, but if anyone has any good photos that they can supply, please contact him at redazione@ipmsitalia.it for the details.

A MOST UNUSUAL AIR-TO-AIR COMBAT

by Gavriilo Princip

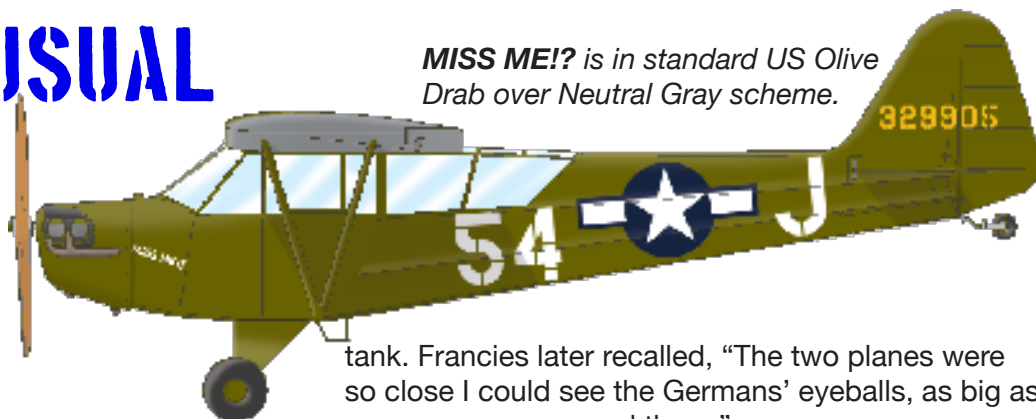
On April 11, 1945, at 5:50 pm, Lt Merrit Duane Francies (pilot), and Lt William S. Martin (observer), took off aboard the Piper L-4H 43-29905 named “**MISS ME!?**”. They were flying a reconnaissance mission for the 71st Armored Field Artillery Battalion in the southern sector of Dannenburg, about 100 miles west of Berlin. Down below Francies noticed a German motorcycle with a sidecar speeding along a road near some of the 5th Armored Division’s tanks. When he and Martin went in to take a closer look at the motorcycle, they also noticed a German Fieseler Fi 156 Storch artillery spotting plane about 700 feet above the trees.



*Lt. Francies and Lt. Martin with Piper L-4J
G•54, s/n 44-80699*

Slower than the Fi 156, Francies took advantage of his altitude and dove to gain speed. He and Martin drew their .45 caliber Colts and opened the door of the L-4. They approached the Storch and emptied their weapons. The Storch began to circle. The two Americans reloaded – Francies holding the stick between his knees while inserting a fresh magazine. They closed to about 10 m and fired again, hitting the aircraft in the windshield and in the wing

MISS ME!? is in standard US Olive Drab over Neutral Gray scheme.



tank. Francies later recalled, “The two planes were so close I could see the Germans’ eyeballs, as big as eggs, as we peppered them.”

The Storch went into a spin. The plane’s right wing hit the ground, and it cartwheeled and came to rest in a pasture. Setting down nearby, the Americans ran to the downed plane.

The German pilot ducked behind a huge pile of sugar beets to hide, but the observer, who had been hit in the foot, fell to the ground. When Francies removed the observer’s boot, a .45 slug fell out. Then Martin fired several warning shots that brought the pilot to his feet, hands raised. Francies confiscated the pilot’s wings and Luftwaffe shoulder insignia, as well as a Nazi battle flag.



The two flyers with their downed Fi 156 Storch.

“I never found out their names,” Francies later recalled. “They could have been important, for all I know. We turned them over to our tankers about 15 minutes later after the injured man thanked me many times for bandaging his foot. I think they thought we would shoot them.”

The two Americans were recommended for a medal. Although not a USAAF aviator, Martin was awarded an Air Medal. The request for a second DFC for Francies was lost in the administrative bureaucracy. In 1966, Senator Henry M. Jackson, reading Cornelius Ryan’s *The Last Battle*, which mentioned this oversight, had this error corrected and Francies received his DFC on February 13, 1967.

There are several options if you want to build this Piper L-4 'fighter'. KP has a series of 1/72 scale kits in various liveries. (They also produce the civilian J-3 version.) It's a tiny, but cute model in this scale... kind of like a large dragon fly!

The KP 1/72 Pipers can also be found boxed by other companies such as Smer and AZ.

If you want a 1/48 kit you're currently out of luck. There is an old Smer kit on the market which is often billed as 1/48, but it is a re-box of the old Heller Piper L-4, which is actually 1/50 scale. How different is that? The 1/50 version would be .35" larger in span. If that's not important to you, you're all set. Otherwise, the modelling aether is full of rumors of a new 1/48 kit, so we can wait and see.

Odd man out is a kit from Bronco in 1/35, which actually might be kind of neat as you could do a diorama of the **MISS ME!?**'s crew handing their prisoners over to the tankers.



One of the KP 1/72 boxings of the Piper L-4, this one complete with wing strut bazookas.



Above: The old 1/50 Smer (ex-Heller) kit. Don't be misled by the fact that it's labeled as "1/48"

Right: The 1/35 scale Bronco kit.



A Smer boxing of the KP 1/72 kit.



CANADIAN PRODUCT REVIEW

Wingman Tools T54 Spin Rack

by Kerry Traynor

Before I proceed with this review I need to mention that I know the owner of Wingman Tools, Daryl Dean. Daryl and I both serve on the IPMS Canada executive. I was under no obligation to write this review and the views expressed in the article are mine, and mine alone.

Wingman Tools is a relatively new company and to date, focuses on producing resin products specific to the model building hobby. The last couple of years has seen giant leaps of improvement in the design and 3-D resin printing technology, and the model hobby cottage industry, including Wingman Tools, has taken full advantage of it.



Wingman Tools has designed and produces 2 types of spin racks for paint storage, with a 3rd on the way. Each of the rack types are designed for the storage of paint bottles for different hobby paint manufacturers. One is designed to hold 54 bottles of the tall bottles used by Vallejo, MIG, AK, Hataka, etc. and one, which is the topic of this review, is designed to hold bottles used by Tamiya, Mr. Hobby and AK Real paint bottles.

The Wingman Tools T54 Spin Rack comes in kit form which needs to be assembled. The rack comes with a one page instruction sheet on the assembly of the rack. The assembly is straightforward and simple. After a quick review of the instructions, I had my example ready to go in less than 5 minutes. The rack is made of solid resin and comes in two colour options, black or white. There is a comfortable finger grip at the top of the rack for spinning the rack and the rack itself spins easily. The underside of the rack base is finished with a non-slip felt. The spin rack measures approximately 17.5cm x 17.5cm (7" x 7")

in width and stands approximately 26.5cm (10.5") in height (measured to the top of the spin handle).

Once assembled, I loaded up the rack with 54 Tamiya, Mr. Hobby and AK Real paint jars. Each jar sits perfectly in its' own 'seat' which has a raised edge to hold the bottle in place. Currently, I store my paint in a wall mounted shelving unit so I am impressed by the idea that I could store that many paint jars in a relatively small area.

In evaluating the spin rack, my tests were anything but scientific and were not extensive. My overall concern was would the rack remain standing if it is bumped or spun too hard. After several bumps of varying intensity, I can report that the rack, and paint jars, remain in place and upright. Similarly, the spin tests I performed show that if you spin the rack at a normal (as in I can read the jar labels...) speed, or even slightly faster than normal, the rack, and more importantly, the paint jars stay in place. However, spinning the rack like a bored 5 year old will see paint jars flying off to all corners of the hobby room. After these tests, I can say with absolute confidence that if operated properly, the spin rack performs as intended and does it well.

The reader needs to be aware that some finger dexterity is required in getting the jars of paint out of the rack; especially from the lower rack shelves. Wingman Tools has designed the rack such that each shelf is offset from the one above (and below) by one half of a bottle width. The photos below illustrate how the modeller, using their fingers, can pull the jar out from the top and then grasp it by the sides.

I have to say that I am impressed by the Wingman Tools T54 spin rack. It is of sturdy construction and proves to be a stable platform to store paint. I also like that I can store 54 bottles in a small area. So for those who are looking for a paint storage solution, take a look at what Wingman Tools has to offer. You can find them on the internet at www.wingmantools.ca



I would like to thank Wingmantools.ca for the review copy of the T54 spin rack.

COPING

the IPMS London way

By Stuart Clark

The Covid pandemic has interrupted almost every aspect of our lives including IPMS club meetings. Like many other organizations, IPMS London have had to find ways to adapt during the lockdown and restrictions.

First a bit of background. IPMS London was chartered in the early '80s and in 2019 we had over 405 members. On the third Wednesday of the month, we held a club meeting at a local library branch. On the other Wednesdays, there was a build night at a church in which members could bring their kits and work on them while talking with others. We held a show every two years in the fall at a community center in town.

When the Pandemic hit we had just gone through club elections but the current president had to resign shortly afterwards. I took over the role of president.

We were informed early on that the library would be closed and we would be unable to meet there. We then looked at the idea of meeting virtually. This was something I have seen in other spaces particularly when people from different locations wanted to meet

At first, we started doing virtual build nights and meetings using Google's Meet software. Getting some of our members connected was a challenge but we managed. After a few months, we moved to Zoom. It's a much

more robust software that allows meetings of larger sizes to be held. The free version of Zoom only allows 2 people to meet. To host a meeting with more than two people, a pro licence is required. You can pay monthly but if you pay annually (\$200), you get the equivalent of 2 months free. We have been having our

weekly meetings and build nights using Zoom since the summer of 2020 with great success. Zoom also has several security features that can be used to block disruptive people from the meeting.

Another thing we did was to suspend membership dues until we were able to meet again physically. We are fortunate in that we have a small reserve fund that we can tap into for the reduced expenses. Right now, this is website hosting and the annual payment for Zoom. We also took on people anywhere in the world who wanted to become virtual 'members'.

Other things we have done, included opening our Facebook page and welcoming people from beyond our local area. We invite them to participate in our discussions and join our local meeting. We send the Zoom meeting invites to our email list as well as to our FB group.

People send me photos of their work for our virtual 'On The Tables' section of the meeting. These are put into a PowerPoint slide show and then the member during the meeting can talk about their builds as I advance the slides. Zoom allows us to share my screen to make this possible. In addition, I record the meeting and both the recording, and the slide show are posted to our Website IPMSLondon.ca for people to see online.

Once the pandemic is over, I can see us keeping aspects of this. I plan to live stream our club meetings in some fashion for those people for whatever reason cannot physically attend our meetings. One thing I have seen is that many modellers, due to health reasons or location, are unable to physically attend an IPMS Meeting or Model show. These things we have done have allowed those people to be a part of the IPMS community. I'm hoping we can continue this trend moving forward.





REVIEW

1/72 KP Cessna Crane

Review & Build
by Brandon Walters

with historical info by Kim Elliott

The Cessna AT-8, AT-17, C-78, UC-78 and Crane were military versions of the commercial T-50 light transport, which Cessna first produced in 1939 for the civilian market. A low-wing cantilever monoplane, it featured retractable main landing gear and trailing edge wing flaps, both electrically actuated via chain-driven screws. The retracted main landing gear left some of the wheels extended below the engine nacelle for emergency wheel-up landings. The wing structure was built around laminated spruce spar beams, truss-style spruce and plywood ribs, and plywood wing leading edges and wing tips. Production began in December 1939.

In September 1940, the RCAF ordered 180 Crane Mk.I trainers. Modifications for the RCAF included Hartzell fixed-pitch wooden propellers, removable cylinder head baffles, and oil heaters. The first Crane Mk.I was delivered to the RCAF in November 1940, and Cessna then received an additional order for 460 more. An additional 182 AT-17A were received by the RCAF through lend-lease, under the designation Crane Mk.IA, bringing the total for the RCAF to 822, which were operated under the British Commonwealth Air Training Plan (BCATP), supplementing the Avro Anson. Cessna Cranes were used primarily to teach pilots to fly multi-engined aircraft at five Service Flying Training Schools (SFTS) in Western Canada. In addition, advanced flying techniques were taught to pilots destined for operational service in multi-engine aircraft, such as those used for transport duties, coastal patrol and Bomber Command. Besides pilot training, they were also employed in navigation training, communication and light transport roles. The Crane continued in RCAF service until 1947, when many were sold off for civilian use.

It was considered to be delightful to fly, forgiving of pilot error, if not slightly unstable in the horizontal plane. Cranes were most commonly seen in identification yellow finish; However, some (on the West Coast) had upper surfaces in dark earth and dark green camouflage.

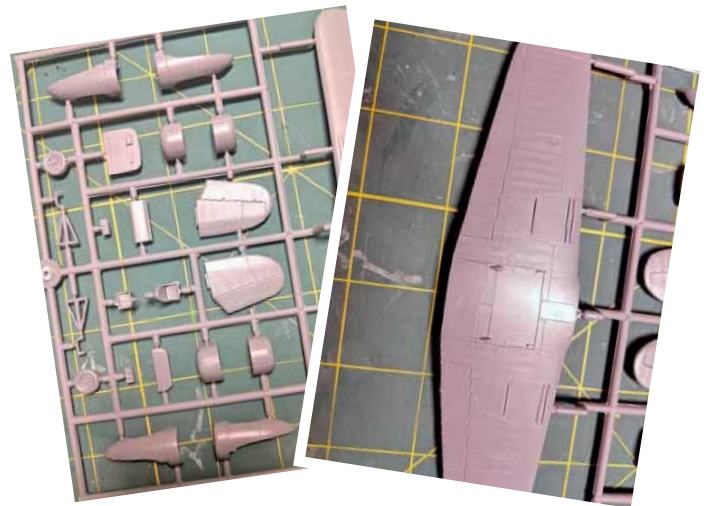
BCATP Schools using the Cessna Crane

- No. 1 Training Command, Trenton Ontario
- No. 3 SFTS, Calgary Alberta
- No. 4 SFTS, Saskatoon Saskatchewan
- No. 10 SFTS, Dauphin Manitoba
- No. 11 SFTS, Yorkton Saskatchewan
- No. 12 SFTS, Brandon Manitoba

The Kit

1/72 Cessna Crane Mk.1a by KovoZávody Prostějov (KP) – 2020 tooling

A few notes about the kit before getting into the build review: At first glance the kit is well detailed with engraved panel lines and a nice



ribbing effect along the wings and fuselage to simulate the wood and fabric frame of the airplane. There is also some nice riveting detail on the undersurface. The transparent parts are clear and have no defects. There is a good deal of flash on many of the parts which I did not expect for such a new tool. The Jacobs radial engines were of particularly poor casting with bubbles between the rockers.



The instructions provided are decent and provide colour images for the cockpit.

Conversion Parts Used

Eduard 1/72 seatbelts.

Assembly

The instructions would have you first attach the undercarriage onto the wing then attach the engine nacelle over it. I found that it is possible to assemble nacelles and wings before inserting the gear at a 90° angle then twisting them into place. Keeping the gear off until the end of the build is a pretty standard practice now and I don't know why KP did not at the very least change their instructions accordingly.



Once the upper and lower halves of the wings were joined it becomes clear there is a lot of excess material on one wing between the engine and the fuselage. This needed to be sanded down while the rest of the wing edges needed gap filling and sanding. Fit-

ting the wings to the fuselage halves also revealed some large gaps which needed to be filled and sanded. But first, the cockpit!

The cockpit assembly is very straightforward. I added some Eduard 1/72 seatbelts and weathered the cabin with oil paints to simulate the foot traffic of all the pilots and students. When the cockpit was inserted into the fuselage it became ap-



parent that there wasn't enough room. The instrument panels and rudder pedals extend too far down when attached to the fuselage while the cockpit floor sits too high when mounted on the alignment pins. In



the end, the rudder pedals were discarded so everything could fit.

With the cockpit inserted I returned to filling the gaps between the wings and fuselage and on the fuselage itself using sprue goo (bits of sprue in Tamiya airbrush cleaner with a touch of paint). The canopy



and windows were fitted with Micro Krystal Klear and masked with a Molotov liquid mask marker. At this point I noticed there were some fit issues with the windscreen section being a bit wider than the fuselage. I left this alone as I am not too skilled in correcting clear parts.

I initially opted to replace the Jacobs engines with



resin ones from Engines & Things. Unfortunately, the resin engines were the wrong dimensions. Whether this is because the nacelles were too small or the resin engines are too big is unclear. In the end I trimmed off the plastic between the rockers, sanded the rockers, and backed the engines with sheet styrene. The engines were painted AK Xtreme Metal dark aluminum and washed with Citadel nu'n oil.

Corrections, Modifications, Interior and Exterior Details

Apart from fixing the fit and gap issues, no corrections or modifications were done. The only additional detail was the inclusion of photo-etch seat belts.



Painting & Decals

The model was primed using AK primer with micro-



filler (grey). It then received a base coat of Mission Models RLM04 Gelb; however, this came off as too bright and too yellow to my eye. I did a second



coat using Vallejo Model Air RLM04 which has more brown/orange tone and got a result I was satisfied with. The model was then masked off to paint the anti-glare panel and walkways black. The propellers were painted a wood while the landing gear was painted black with aluminum brush painted on.

The roundels and fin flash decals supplied with the kit were applied. Another setback struck as the fin flash decals shattered under Micro Set/Sol and had to be sanded off – they were too brittle to bend around the leading edge of the tail. I masked the tail and airbrushed the fin flash on instead. The kit serial numbers were replaced by Fantasy Printshop decals which went down well. The whole model then received a flat coat of Mr. Color GX114.

Weathering

I opted against doing any weathering or panel line shading as the BCATP planes look clean in photographs. Panel lining would also look a bit too stark on the yellow finish.

Final Steps

The last step of the build was attaching the landing gear and with it the final issue with the kit. The holes in the wheels have a larger diameter than the pegs on the gear making them quite wobbly. These needed to be attached with super glue and some very fast hands to get them into position.

Conclusion

With some work the KP 1/72 Cessna Crane builds up fine. As I believe kit manufacturers should provide products that are well engineered and meet certain quality standards, a kit tooled in 2020 that requires reshaping the wings, filling large gaps, and omitting rudder pedals to make the cockpit fit is rather disappointing. For that reason I am a bit disappointed in this kit. Other model makers may enjoy wrestling with kits and that is fine.

In terms of kit detail, what is present is good. I particularly like the riveting and panels on the underside of the fuselage and the fabric effect over the wings was good. What strikes me as odd, though, is that there are several additional details that are illustrated on the box art which did not make their way on to the final kit. For instance, the kit is depicted as having a handle near the starboard rear window, a deflected rudder, and formation lights. Perhaps these are additional details added by the box artist after the kit was tooled? Then again, the box art is presented to look like the model itself and the result is a touch misleading.

Overall, fans of the BCATP who want a Cessna Crane in 1/72 scale will get a 1/72 Cessna Crane out of this kit. It is more available than the Pavla kit; however, those looking for a bit more detail out of

the box should search out the older Pavla kit. Alternatively, consider jumping up to 1/48 scale for the Dora Wings release slated for later this year.



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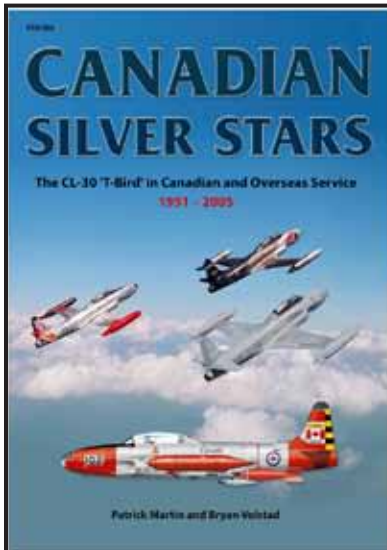
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