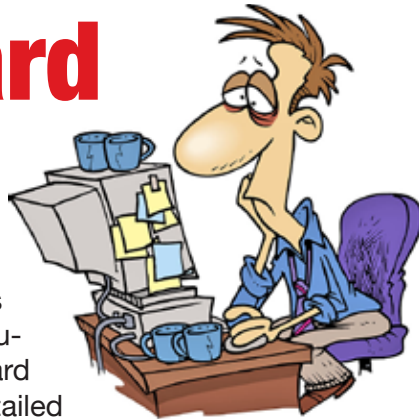




## It's hard work!



Producing the free IPMS Canada decals that we provide a couple times a year is hard work! There's the detailed research; the preliminary artwork; compiling the accompanying **RT** articles and photos; many iterations of the final artwork until everything is just right; proofing; test-fitting on models; printing; and distributing. And all this – except for the printing – is done by members volunteering their own time and effort. So... have you used any of the IPMS Canada free decals? Send us a couple of photos so we all can see. A few members have done so (see some in this and the last couple *beaveRTales*), but we'd love to have more. Also, if there is a subject that you would like to see, please contact us, Send a couple pics and let us know what reference material you have. We want to provide what you, the members, want.

## HEADIN' TO OMAHA THIS SUMMER?



If you're planning... or even thinking about going to the US Nats in Omaha this summer, we'd like to hear from you. We'll be needing some help picking the Best Canadian Subject model, and your input would be welcome. Whether you're from the Great White North, or Canada's lower 50, drop a note to **RT** Editor Steve Sauvé at [RT@ipmscanada.com](mailto:RT@ipmscanada.com). No commitment on anyone's part. For now this is more of a feasibility study to see how many IPMS Canada members may be there.



For some time now we've been urging members to renew online via the IPMS Canada website, rather than renewing by paper form, cheque and snail-mail. At the recent IPMS Canada National Exec meeting it was decided that **we will no longer accept any payments other than online** with Paypal or credit card. The reasons are several.

For one, there are now only a very few members who use the cheque/snail-mail method. Renewal is virtually instantaneous if done via the website, whereas a paper transaction may be delayed till after the expiry date due to the slower mail in these days of Covid, plus the manual manipulation needed for cheques, forms, and other paperwork. Also, the less our PO Box person has to visit the post office downtown to pick up stuff during the pandemic, the safer it is.



Let me reiterate... do not just send payments to our email address. That will not work properly. Go to the website – [www.ipmscanada.com](http://www.ipmscanada.com) – and hit the "JOIN/RENEW MEMBERSHIP" button. You can pay with your Paypal account, if you have one, or if you don't you can use a regular credit or debit card. Thank You for helping!



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

# Meanwhile in the UK



Not a bit of “self praise” but this is the beginning, middle or end of the first batch of my stash going to the “Models For Heroes” organization\* (<https://www.modelsforheroes.org.uk/>). It has been something of a “grit your teeth and decide” job... and to quote the highly esteemed Goon Show, “There’s more where that came from!” I think that may be a third of the stash... or even maybe less!

Contrary to rumours, I am NOT giving up modelling, or have a severe illness (as far as I know), but I strongly suspect my executors will slowly start to breathe a sigh of relief!



Well, the “donation” for “Models For Heroes” has just been collected, and filled the passenger and rear

\* After viewing Models for Heroes at the above link, you may want to look into whether similar programs exist in your area. If anyone finds information, please let us know so that we can publicize it.

hatchback area of a GM/Vauxhall Astra! There were quite a lot of extras added to the pile that you see in the photo, and that did not include miscellaneous resin “bits” that are almost certainly in various kit boxes, e.g. resin wheels for WMIK Land Rovers!

Now I have got to “rearrange” my workroom and “stockroom”... Wonder what I will find there!

Regards and best wishes  
Charles

*NB: Charles couldn't attend Scale Model World this past year, so he deputized **Adrian Constable** to present the award for best Canadian subject.*

### Adrian reports on the 2021 Scale Model World:

The competition went well, though with only 60% of the usual judges it was a bit more “focused” than usual. 75% entry didn't really compensate! The *IPMS Canada Derek Pennington Award* went to a RAM tank 3.7" AA/AT prototype (anti-aircraft/anti-tank gun on a RAM tank chassis), built by Bill Park. There were not many entries, but this one stood out....

The rest of the weekend was almost as good as normal! It's big enough that we didn't really notice it being 2/3 the usual size. I still managed to forget something I intended to buy, and buy stuff I'd never heard of before, just like every other year! I did miss the foreign participation, though. I wonder how many of them will come back?







In-box review by  
**Jim Bates**

**A Warning...**

While I am absolutely a proponent of the IPMS USA Nationals, there is a dark side that I need to warn you about. And as can be expected, this specter resides in the vendors room. You prepare for the event by making a list of kits, decals, and accessories that you are in search of, but then you hear the chatter from buddies..."go check out the Vargas Scale Models stand..."check out their really cool 3D printed items..."hey, they have 1/72 stuff". So, you go over to said tables and next thing you know you are buying a 1/72 scale model of a M1921 Christie Tank. Something you've never even heard of, let alone contemplated building.

To be honest, as I'm a fan of British armor I had heard of the Christie suspension. But I thought it was a British thing. Turns out that the Christie suspension was designed by an American engineer named J. Walter Christie. Christie's first tank, the M1919, was tested by the U.S. Army in 1921. Christie modified the M1919 by adding a coil suspension to the front wheels and removed the turret. This modified design was the M1921 and the subject of the review. The modified M1921 returned to the Aberdeen Proving Grounds in late March 1928. The tank was designed to drive with and without tracks. (So it was street legal?) The tank was found to be very slow and lacked



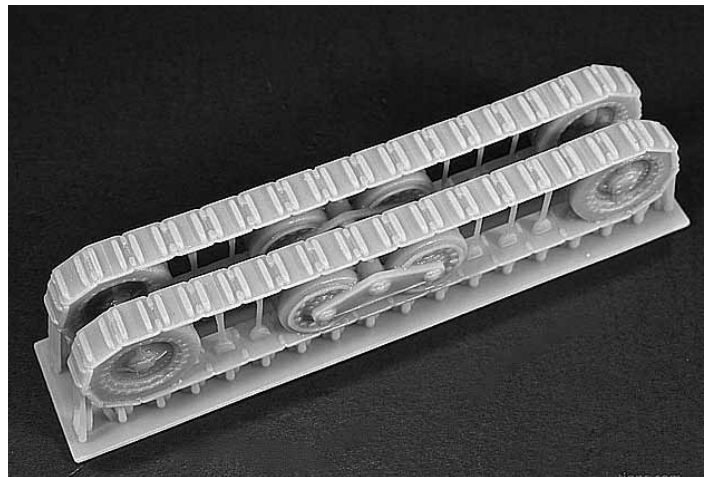
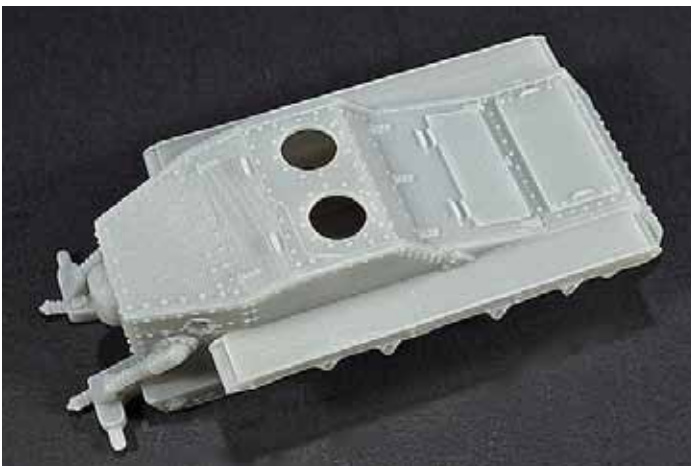
maneuverability and crew space. The M1921 was relegated to a museum at the Aberdeen Proving Grounds in 1924 and, I assume, later scrapped.

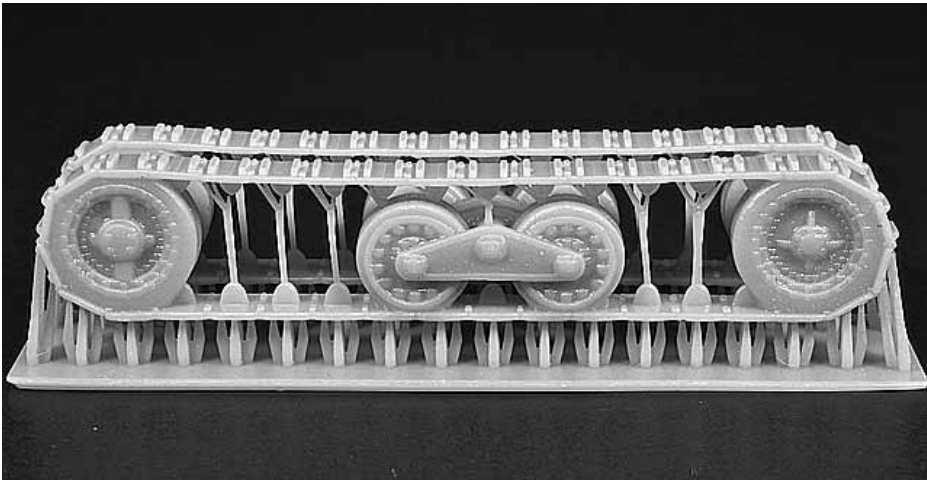
What was unique about the M1921, was that it didn't feature a turret and the gun was located on the front of the hull. It looks totally steampunk and I was attracted at first sight. The fact it was in 1/72 made it even more tasty.

**The Kit**

Vargas Scale models is a newish manufacturer out of California that focuses on World War One items in 1/72 and 1/35th scales, all resin 3D printed.

The M1921 comes in a sturdy top opening box with a nice line drawing of the Christie. Within the box is some bubble wrap and a plastic bag with a hull, a runner with two combined tracks/suspension, and a runner with the the main gun, three machine guns, and two small cupolas.





detail is nice and the barrel on the main gun is hollow. Support struts are quite fine and the runner includes two U shapes to protect the parts in shipping. Good thinking!

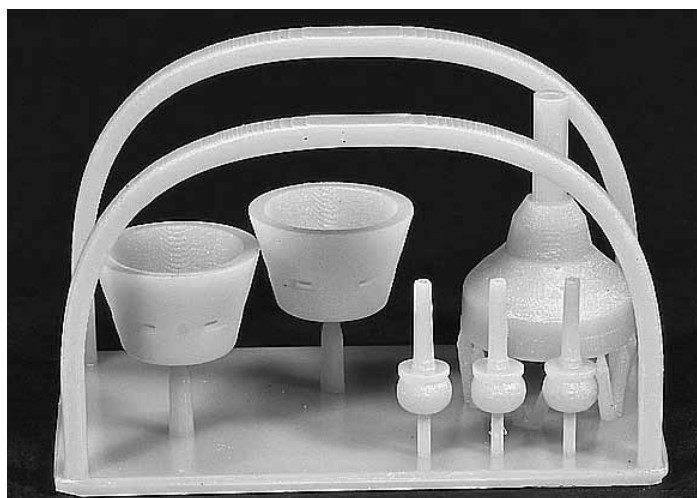
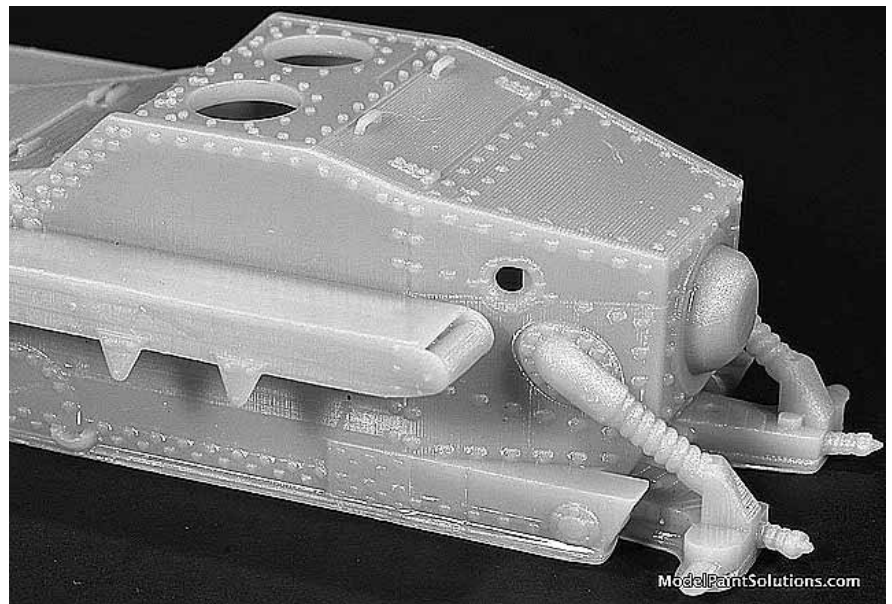
No decals are included and my sample has no instructions, but it appears that was an oversight. With nice printing and only eight parts this should be a quick build. But what color green do I paint it?

I guess the moral of the story is that the IPMS Nats vendor room will break your wallet, but occasionally

you will return home with a little gem that you didn't expect.

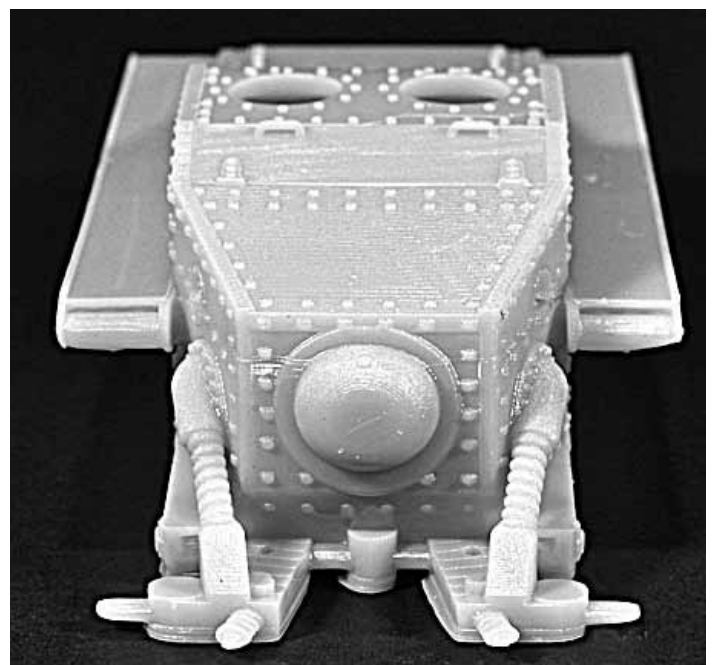
The hull and forward suspension is 3D printed and illustrates how far rapid prototyping has come over the last few years. This doesn't look like something from Shapeways, it is very nicely printed. My kit has only one issue with a small misprint on the left machine gun location port. (Nothing a small dab of Mr. Surfacer or acrylic putty won't fill.) There are some very fine print striation lines, but these should go away with a coat of primer and paint.

The tracks/suspension is in one piece per side and will need to be removed from the runner. As can be seen in the photos, the attachment points are quite small, but they also must be removed from inside the parts. (Nothing that a little work with snippers and sandpaper won't fix.) Track detail is simple but nice-



ly done, and the wheels have some quite intricate detail included.

The final runner has three machine guns (only two are used), two cupolas, and the main gun. Again,





# The Story of a Flight



*Editor's note: The following article originally appeared in the IPMS Canada 1992 national convention souvenir booklet. It is not credited because frankly, we don't know who wrote it. It was found in an old file folder of 'miscellaneous' material that had been in the IPMS Canada editorial files for many years. The original manuscript was typed on paper which had aged considerably, and its marginal notes, penned in ink, were also fading. I would estimate that it was written not long after the events described. It is a true story.*

*If anyone has information about this aircraft or crew, please contact us. Also, does anyone know by whom or when this story was written? It has been a mystery for all these years.*



It is hot. A normal languid summer day in the little Italian town of Brindisi is drifting towards evening. On this afternoon of the 21st August 1944 the heavy, humid blanket of quiet is torn away, and the lazy awakening drowsiness of the afternoon siesta is shattered by the take-off of an aircraft.

The pilot extracts the last ounce of power from the bomber's four engines, forcing the overloaded machine off the runway before the ground drops in a steep escarpment to the waves of the Adriatic. Beneath the undercarriage wheels, bearing over thirty tons of plane and war material, the rumble of the metal runway grids increases in volume and pitch, until the wings have gripped enough of the furnace-hot air to lift the clumsy fuselage.

The seven members of the crew have gathered for the take-off in the cockpit and anxiously measure the rapidly diminishing distance from the little flags marking the end of the runway. Faster and faster races the sand into oblivion behind the tail wheel whilst power surges into the body of the plane. Just at the edge of the escarpment Wladek pulls the stick gently, the wheels cease their banging, the surf line flashes underneath and the bomber starts to gain height over the blue waters.

After take-off each member of the crew worms his way to his own position. The pilot and engineer are already in theirs, the radio operator dives into his cage under the pilot's cabin, the air gunner and despatcher begin sorting the containers which, for the take-off, have to be placed as near as possible to

the pilot's cabin. Rom, navigator and skipper, clambers down to his "office" in the nose, plugs in the intercom to pass the course to Wladek, and checks his instruments.

Aircraft "M for Mary", detailed today with four other bombers for the flight over Warsaw, is one of the machines of the Polish 1586 (Special Duties) Flight of the RAF, used for special missions.

Inside the bomb bay hang nine containers filled with anti-tank weapons. The fuselage is crammed with boxes of ammunition, all to be parachuted to the Polish insurgents. The Warsaw rising is in its third week and the Germans have thrown an iron ring around Warsaw and are tightening their grip on the heart of the city. The drop is to be over Marszalkowska Ulica.

The aging Halifax climbs reluctantly. One can not be extravagant. Just enough height to clear the mountains of Albania. Shortage of fuel forbids any further climbing. Already all armament, with the exception of the tail turret, has been removed to increase the range of a plane not designed for flights of this distance.

It is still light when they cross the Albanian coast, where the Germans already are. From the land a small dotted line of anti-aircraft shells detaches itself in their direction. Little red lamps, with a queer slowness, as if reluctant, rise towards them, gain speed on approach, flash somewhere behind the plane, and vanish.

“Jerries are at it again,” grumps the rear gunner in the intercom.

“I see it,” answers the pilot without any enthusiasm. They are too far away for the ack-ack fire to be of any danger. But the little lamps have a message – “We see you. We know where you are going and in a few hours we shall see you again over Warsaw. Then you will be much nearer”.

Naked rocky Albanian ranges move underneath the aircraft and shelter them from inhospitable reception. Rom, ascertaining the position over which they crossed the coast, engrosses himself in navigational calculations. In a few moments it will be night and one has to give the pilot the right corrections, so that they would not blunder into any centre defended by the artillery or night fighters. He remembers that the machine guns are not yet tested.

“Gunner. Test fire your guns.” There is the rattle of a short burst and “Guns O.K.,” answers the intercom.

Underneath the plane night has hidden the world while a light mist screens the stars. The feeling is that of an aircraft suspended immovable in the centre of a dark blue sphere. Now and again some solitary light pierces this sphere to extinguish itself as soon as the noise of the engines reaches the earth.

The phosphorescent hands of the watch show that it is an hour and a half since landfall. Through the perspex floor of his “office” Rom tries hard to see something in the darkness passing underneath them. “Oh! There!” Faintly lighter, the ribbon of the Danube makes it possible to ‘fix’. Course corrected. Again there is the feeling of a mosquito suspended in the centre of an unreal sphere.

A bunch of heavy artillery projectiles on starboard smashes the feeling of unreality. A reflector puts in an appearance, feels the sky with its shiny beam. Wladek banks the plane steeply and legs it with all the might of his engines. Another bunch, now farther behind them and everything is dark again. Again they are in the centre of a black sphere, but now the sphere is hostile and waiting.

Somewhere underneath the starboard wing the darkness condenses into buttress-like shapes. The Tatra mountains.

A wave of memories surges from the darkness, visions of nights spent by a campfire during similar warm August nights. Is it possible to see Lomnica Peak? And perhaps a lamp shines in Rostoka’s window?

Indeed, there is a light below. Not a lamp, but the glow of a conflagration. There are more and more of them. The black sphere disintegrates into fragments. No need to check with the map ... they are in Poland.

Rapidly changing course, the aircraft descends steeply. No time for reminiscences. Here is the region of the German night fighters. Burning towns and villages are nearer. A line of them appears somewhere in Jaslo direction. The helpful ribbon of the River Dunajec glittering below leads them to the River Vistula and now over Nowy Korczyn. There the junction with the River Nida is identifiable even at midnight.

“Steer 335,” Rom passes through directions.

Soon after Nowy Korczyn one can discern some activity on the ground. From 900 feet one clearly sees the lines of advance. A net of small arms fire, exclamation marks of rockets and dots of artillery missiles. The crew is completely surprised because they have not expected the Russians to have advanced so far and yet the Red Army is obviously pressing forwards by the light of the conflagrations. Excited comments in the intercom. Someone remarks that most likely the Russians are in Warsaw, since they are so far advanced here.

One more change of course, to by-pass the defended Radom and the River Pilica brings them to the Vistula. Rom wonders if it would be healthy to fly along the River Vistula, as it has been the front line for several days. Contrary to his forebodings, it is dark and quiet here. But now Warsaw looms ahead.

From the huge dark red ring of a dying-down furnace grow columns of smoke. Each column is anchored in the embers by a lighter spark of fire. The higher these columns are, the more swollen they become, to join in the end into some huge dark-grey pillow, covering the ring of embers. Somewhere at Pulawska Ulica a large building burns brightly, throwing light on a spectral conventicle of smoke pillars.

When Rom directs Wladek over the Czerniakowskie Lake, above the centre of this circle of smouldering fire, a row of matt white lamps lights up. The Germans have illuminated the “despatch area” with parachute flares to outline the silhouette of the bomber against the light background.

“Glorious Twelfth indeed,” remarks one of the crew. “We are the grouse.”

“Down, down,” directs Rom. They are flying over Povisle and somewhere to port and above the aircraft rises the slope of Lazienki. Now, with only a

gentle turn to starboard, they suddenly emerge over that very slope and under them there should be Plac Zbawiciela and Marszalkowski.

“Bomb doors open,” reports the pilot. More and more red lamps, anti-aircraft shells, pass near the fuselage. They are shooting from somewhere near the top of the slope and the shells are travelling flat and from above. “It is the first time in my life that artillery has had a bash at me from above,” thinks Rom. Pressed into the nose of the plane, he is holding the bomb release switch in his fist and straining his eyes to signal Wladek in time to pull up the machine.

Into these eyes, strained to the utmost, shines a searchlight beam, blinding the dilated pupils and covering the perspex nose of the bomber with a sheet of flashes. The cabin became full of light, and the entire outer world, with the escarpment of Povisle somewhere there laying in wait for them, disappears in this deluge of light.

The explosion of a shell is felt by them by the jerk of the machine rather than by the flash. Their eyes by now can not take in more light. As the bomber pulls up suddenly and executes a queer half-bank half-loop, the tail gunner, whipped by the searchlight, presses the trigger of his guns. The searchlight is snuffed out. Little tracer lights follow struggling behind. But the blinded eyes still can not see anything.

“Wladek! Are we badly hit?”

“Don’t know yet, she is pulling to starboard .”

“Petrol tanks affected?”

“It seems not.”

“Left aileron damaged.”

“Close bomb doors.”

It would be suicide to make a second run with a shot-up wing and a damaged aileron. “We’ll fly to the alternative dropping zone. Fly along the Vistula River but not too close.”

The alternative dropping zone is situated in a small forest near Gora Kalwarje. The Vistula is clearly visible, both sides quiet and as if deserted.

“Gora Kalwarja should be easy to find,” thinks Rom. “From there two minutes alongside a railway and a minute due north should ...” “Pah-pah-pah! Dead ahead of the bomber materializes a fence of fiery rods. They have blundered right into a barrage from a battery of Bofors. Every report is heard distinctly. Any evasive action is out of the question. Rom,

kneeling by the floor window, becomes bodily aware of the thin and brittle nature of this window which in the next moment surely must disintegrate, hit by a shell. Flash! Splinters rattling against the skin of the fuselage, bark of the tail guns and all is over. “This time we have got it good and proper. How the hell are we still airborne?”

“Losing fuel from the third petrol tank,” the engineers’s voice is heard in the ear-phones.

“Pumps.”

“Already on.” The engineer saves as much of the fuel as he can before it escapes from the damaged petrol tank by pumping it into other fuel-thirsty tanks.

“If we have not already lost too much, then we might reach base.”

In the fuselage the crew is unscathed and, “If the ship does not catch fire then once again we’ll be lucky.”

Gora Kalweija looms below, the machine banks into a turn. “Steer 000. Zygmunt, send letter ‘0’ with your landing light.”

Some groves and clearings materialize below, but nobody replies. When there is no doubt that they have missed the dropping zone they return to the Vistula and to Gora Kalwaria.

“Same again.”

“Maybe they’ll answer this time.”

“There.” The letters ‘K-Z’ are being flashed from a clearing below. “Bomb doors open. Prepare for the despatch.”

In a wide turn they come back over the clearing and there shines the letter ‘H’. The bomber drops down to three hundred feet and reduces speed.

“Left . . . left . . . left . . . steady,” directs Rom, glued to the perspex.

“Drop.”

Boxes rain through the hatch in the fuselage and one squeeze of the bomb release jettisons all containers. The lights of the clearing disappear behind them.

“Cease! Are many boxes left?”

“Twelve,” answers the intercom.

“Containers gone, but I did not manage to count the parachutes,” reports the gunner.

“Try and despatch the rest at the second run. Wladek, don’t close the bomb doors, I’ll press the



switch once again in case there is still something left.”

Lights from the clearing slide once again towards the bomber’s nose.

“Drop!” In the intercom one hears the rattle of boxes and the heavy breathing of the despatcher.

“All gone.”

“Close the bomb doors. Steer 162. Height 2000. Speed 160.”

“What is the petrol position?”

“Not so hot. We’ve lost a lot.”

“Can’t be helped. Drop speed to 150. How’s the ship?”

“Still holding together but heavy on the port wing.”

The empty machine readily gains height. A feeling of security spreads, despite the fact that there are still 800 miles to base, and most of them over enemy territory.

When they cross the Danube on their homeward trek it is already a bright and sunny day. The German night fighters in Navy Sad must have gone to sleep as nobody challenges them. Slowly, economizing in petrol, they reach the base on the last dregs of fuel.

There is some nodding of heads when, after landing, they survey the hole between the nacelles of the starboard engines. A projectile from a Bofors

gun has torn away an area of wing and left jagged edges of aluminium which stop short of the aileron hinge. There was more nodding of heads when they learn that, of the four machines that took off on the previous day, two have had their smoke-begrimed components scattered somewhere along the way, together with the bodies of their mates whose voices, one imagines, are still to be heard behind the hangar.

They fall on their beds, their ears filled with the milling of the engines and fear comes to them. Not sleep – plain fear.

As Rom tosses and turns on his bed, his fear deepens when from the next bed the belongings of a mate, who would never return, are taken away.

His fear further mounts when to his numbed brain penetrates the knowledge that this darkness over the Vistula from the Russian side is not accidental; nor is the fact that they had to fly all the way from Brindisi to help Warsaw and not from Brest Litowsk (which is 100 miles from Warsaw on Russian-held territory).

The horrible realization comes that the darkness from the East engulfs the whole of Poland and that even for those who would survive this hecatomb there will be no return.

Polish manned 1586 (Special Duties) Flight was



## History & Modelling

formed in November 1943 at Sidi Amor, Tunisia from what had been 301 (Polish) Squadron, after that unit was dissolved. A month later it moved to Campo Casale near Brindisi in southern Italy. Flying the most dangerous and clandestine missions over enemy occupied territory, it operated until November 1944, when 301 (Polish) Squadron was again reformed, and 1586 (SD) Flight was absorbed into it.

1586 (SD) Flight flew both Halifax Mk.I's and Mk.V's. Essentially the only external difference between the two versions is in the type of undercarriage assembly used. The Halifax Mk.I carried the standard Messier-built type, while the Mk.V utilized the Dowty levered suspension type. Series IA aircraft had the clear perspex nose (a la the Neptune) in place of the Series 1's turreted nose configuration. Series 1 Special aircraft were fitted with the so-called 'Z' nose fairing. Early Halifaxes generally had triangular tail fins, while later machines were built with the larger

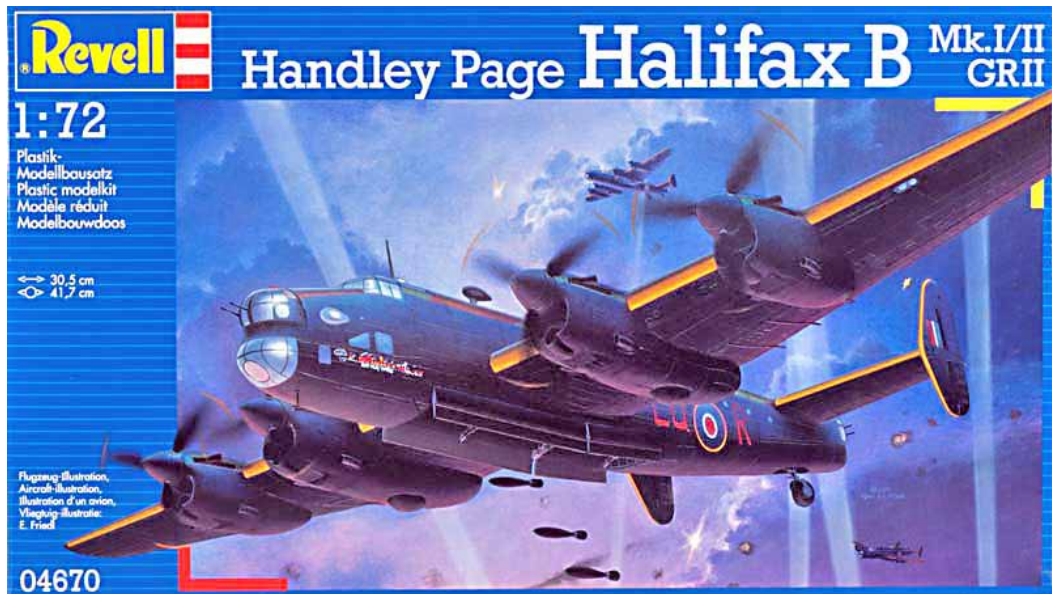
rectangular type. These were also retrofitted. Special Duties aircraft usually operated with most armament removed, as our narrator himself explains.

The Revell Halifax Mk.I/II kit is a fine basis for building an aircraft of 1586 (SD) Flight. (Note that Revell also did a Mk. III which has the radial engines. It is the Mk. I/II kit that you want.) The kit provides both the turret nose and the series I A perspex nose. Both types of fins are also included. The only real kit bashing involves building a Mk.V aircraft and/or a 'Z' type nose. One method for the latter is to carve a master and vacuform a new clear nose. A far easier solution is to try to find the out-of-production Freightdog Models clear resin "Z" nose. For the Dowty undercarriage you can study photos and drawings, rummage through your spares box to see what, if anything, might be used, and assemble the units from rod or tubing and bits of plastic card. Or, you can try to find the out-of-production Aeroclub



Halifax Dowty undercarriage set. The best building references for the Dowty undercarriage, the 'Z' nose, and indeed the entire aircraft is the Aerodata International series book, *Bombers of World War II, volume 1*. Also with excellent drawings, but no detail photos, is *Aircraft Archive, Bombers of World War Two*.

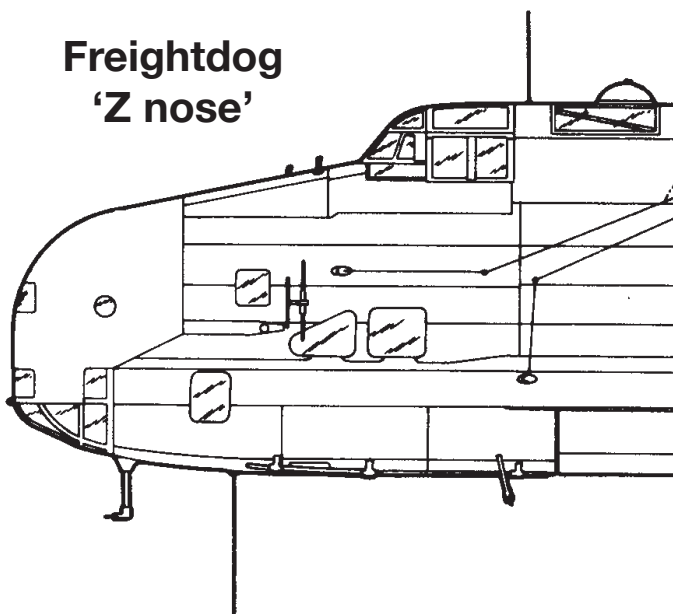
We have tried to determine exactly what aircraft M would have looked like for this mission. Thought we had found no photographs of this particular machine to date, the research has yielded the following. The aircraft was a Mk. V, series 1 special, i.e. with Dowty undercarriage and the 'Z'



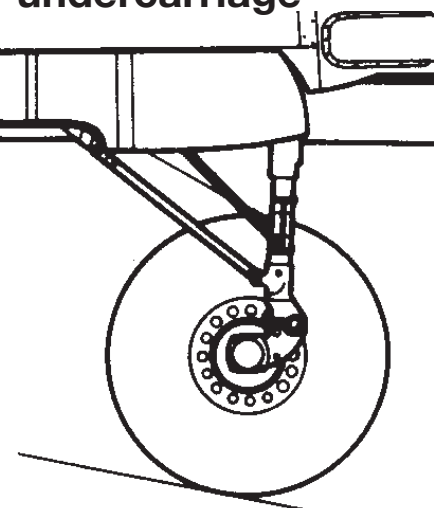
type nose fairing. It would have had the rectangular style fins. As the story confirms, all guns were removed except for the tail turret. Rom, the navigator and commander, is believed to be one Roman S. Chmiela.

The aircraft would have been finished in standard RAF bomber scheme of dark earth/dark green with black undersurfaces. National insignia was standard, consisting of type B upper wing roundels, with type C1 fuselage roundels and fin flash. At this period 1586 (SO) Flight was not part of any squadron, and so there would be no squadron codes. The individual aircraft letter, M, would be dull red, as would the serial, LL534. The small red and white Poland 'Purina' marking under the cockpit was standard in Polish units. With the later reforming of 301 (Polish) Squadron, the unit codes, GR, would have been reapplied.

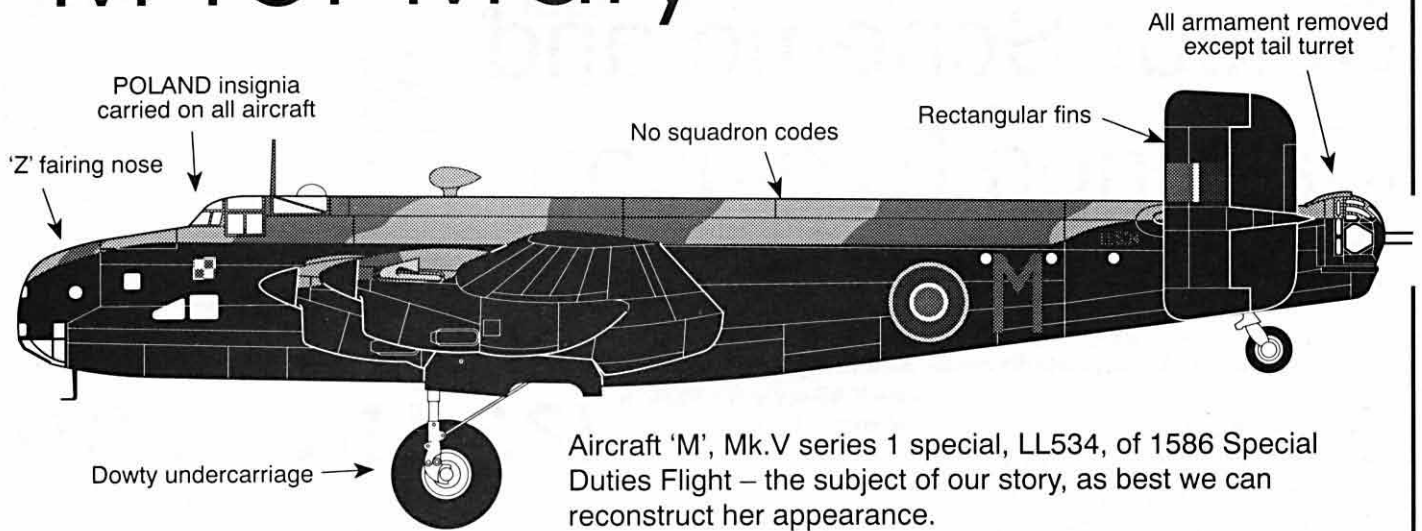
**Freightdog  
'Z nose'**



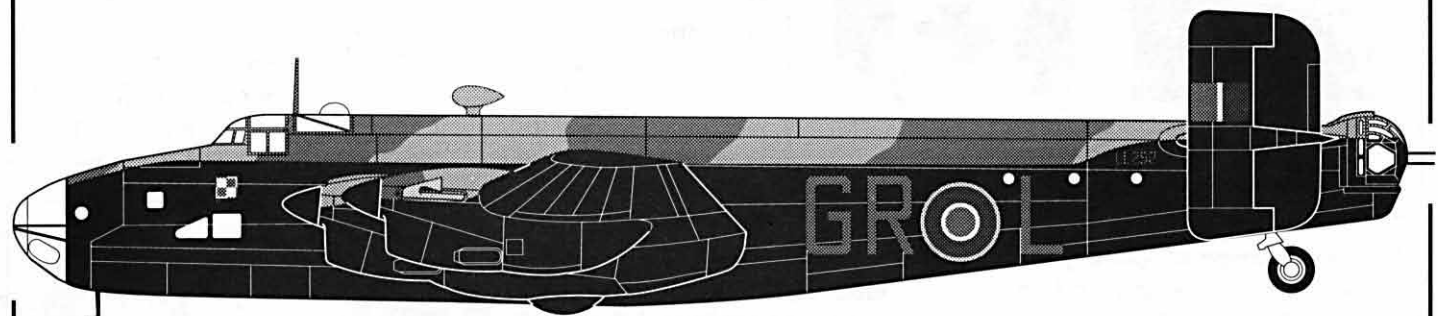
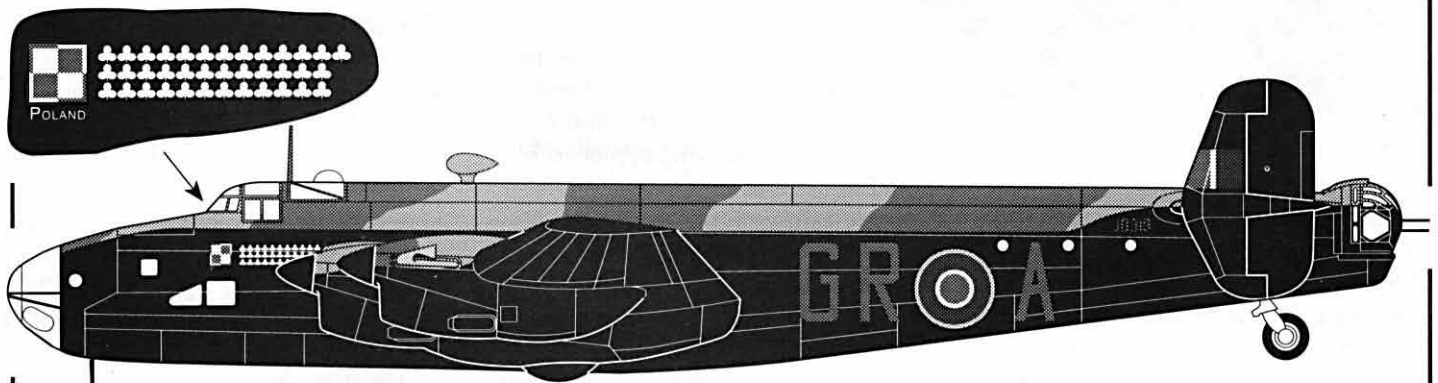
**Aeroclub  
Dowty undercarriage**



# M for Mary



## Other aircraft of 301 (Polish) Sqn.







# REVIEW

## Building Whirlybird's 1/72 S-61N Canadian Coast Guard early scheme.

by Michael P. Hill, London ON

The Canadian Coast Guard operated one S-61N from 1972 to 2011, spending most of its time based on the west coast of the country.

The kit arrived from the UK well packed and full of little parts, along with a photo-etch (PE) sheet and decals. I should note up front that Whirlybird is shutting down at the end of 2021.



As with most kits the build started with the interior. I added a couple of look out seats and a stretcher.



The fuselage assembly went well other than me being ham-fisted and twisting the tail boom during the glue-up. I corrected this error with the aide of some warm water and gentle reshaping.



With the main body assembled but not yet primed, I started on mounting the sponsons, using some of the kit parts and some brass rod and Conrail strut. I set these aside until the painting and markings were completed. There was no problem assembling and painting the rotors, and I then moved onto fitting the photo-etch. These older eyes couldn't see the faint frame lines of the canopy, thus I used cut-down black electrical tape, the colour of the interior as the frames, then masked.



For painting I started with an overall coat of Tamiya white primer. I tended to any needed blemishes and cleaned her up for an overall coat of Tamiya X-2 white. I let the white paint cure for a couple of days before masking and spraying the Tamiya X-7 red. Then it was another wait for the red to cure before masking and shooting the Tamiya X-18 black.

With the painting behind me I moved onto the decals. They went down very well, save for me ruining the first maple leaf. I sneezed just as I was about to lay it down and it ended up in a mess on the bench. I robbed the stash of an RCAF roundel and trimmed

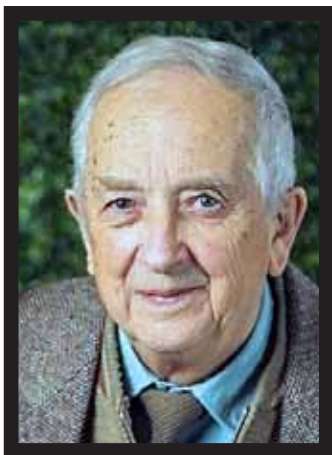


off the blue ring. It was not perfect yet it works for my eyes.

The fitting of the sponsons, main and tail gear went well. The fitting of the little photo-etch parts, such as the grab handles, aerals and door handles also went without a hitch. Last but not least I used some M. V. products lenses, putting them into pre-drilled holes to make the landing/taxi lights.







Here at *beaverRTales* we're not in the habit of running obituaries, but Steve Bathy was such an important figure in the early days of IPMS Canada that we had to. And as we only recently found out about his passing ourselves, we thought that his many friends all around the country may also be unaware

## Steve Bathy 1936-2020

Steve was born Nov. 24, 1936 in Papa, Hungary. He spent his formative

years attending the Miklos Revai Grammar School in Sopron, on the Austrian Border. In 1956 he returned "home" to enroll in the Sopron University of Forest Engineering. That year over 250 students, faculty, and their families fled into Austria as a result of the bloody October Hungarian uprising against the communist authorities. They came to Canada to become the Sopron Division of Forestry at UBC. In 1969 he became a planner for the newly-formed Fraser-Fort George Regional District, retiring in 1998 after 29 years of service.

Steve was charming, loving, patient, kind, knowledgeable and fun, a skilled builder, artist, author, and photographer. He could find the way to any hobby store in western Canada and the US, long before GPS! If you have the **RT** back issue archive you will undoubtedly have seen and enjoyed many of his articles there.

He continued to build and to add photos of his models to his Flickr Photo site, (over 3000 of them) and arranged them in collections. You can see them at: <https://www.flickr.com/photos/sbathy/collections>



Steve (third from left) along with Steve Sauvé, Bob Migliardi, and Mike Belcher at the IPMS Canada convention in Ottawa, 1992



As it asks above... what is this? You may recognize it from the CIBC "Ambitions Made Real" TV commercial. (Here's a link to the longer seldom shown version: <https://www.youtube.com/watch?v=VeE-3jParv0&t=4s>)

Is it an actual commercially made aircraft? A home-built design? Or is it just computer-generated graphics? If any one has ideas please email and let us know.

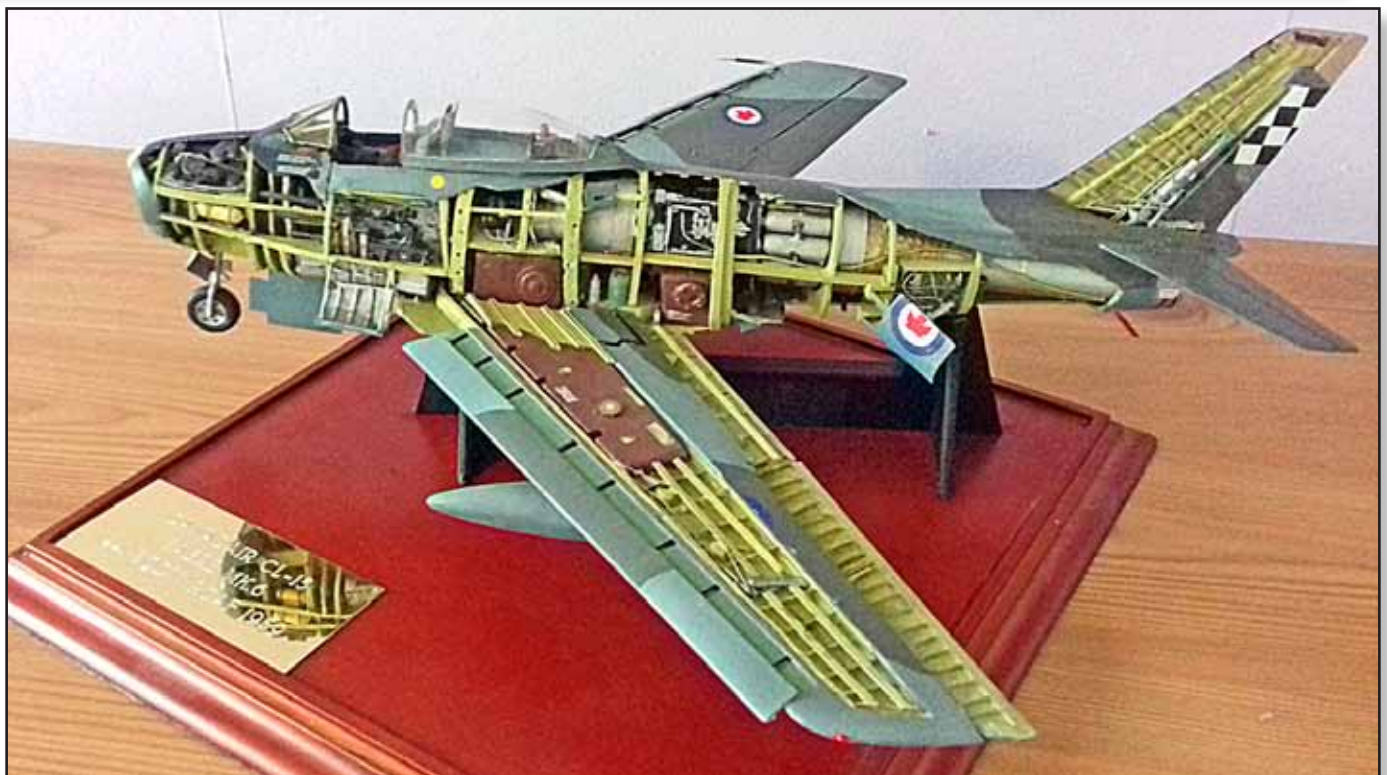
# FINISHED due to LOCKDOWN

By Les Burningham  
Hampshire, UK

This project was started many years ago and was stopped due to lack of enthusiasm. I restarted it during lockdown and finished it a few weeks back.

The 1/32<sup>nd</sup> Canadair CL-13 Sabre Mk.6 was converted from the Hasegawa kit of the F-86F Sabre and whilst the externals required little work, the interior is scratch built using much Plastruct and many visits to the spares box. The aircraft represents a Sabre 6 of 441 Sqn. RCAF 1 Wing at CFB Marville in 1959.

I am indebted to my long standing friend Gary Barling of IPMS Ottawa and a special thanks to a superb modeller, John Lumley, not unknown to these pages for generously supplying the decals. Also fellow Sabre "nut" Jim Craik for supplying vital gen and support along the way.





# VIKING SUMMER

**Book review**  
by  
**Richard G. Guetig**

Author: Dennis Oliver  
Publisher: ADH Publishing  
Soft Cover A4 Format, 33 pages  
Cost: \$24.95 (from RZM Imports)

## Introduction

The 5th SS-Panzer-Division “Wiking” was an elite fighting unit made up of Nordic volunteers from Denmark, Norway, Sweden, Finland, Estonia, Netherlands and Belgium. The Division was involved in several battles on the Eastern Front (1943-1944), including 3rd Battle of Kharkov, Battle of Kursk, Battle of the Korsun-Cherkassy Pocket, Fighting retreat through Poland (Kovel and Warsaw) and Operation Spring Awakening in Hungary (1945).

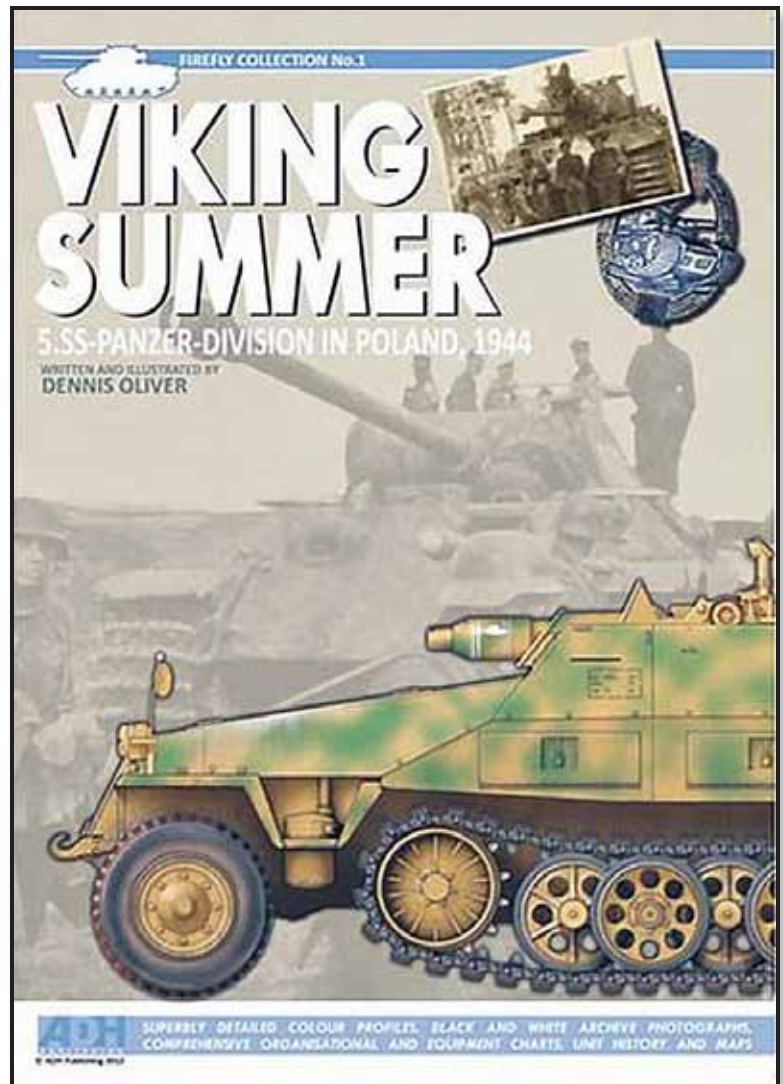
In 1944, the Wiking Division fought several skirmishes as they retreated through Poland. The distinction between retreat and advance were often blurred, resulting in units being cutoff, being freed from Soviet holds and thrown right back into hellish fighting. After three years of continuous battles, the remnants of the Wiking Division surrendered to American Forces in Austria, 1945.

## Review

“Viking Summer: 5th SS-Panzer-Division in Poland, 1944” by Dennis Oliver (Figure 1) is the first instalment of ADH Publishing’s Firefly Collection. The publication features; a glossy, soft cover A4 portrait format; 33 pages; 56 black and white wartime photographs; 41 colour vehicle plates; 2 maps; 2 tank battalion charts; and 1 tank strength table. The black and white photographs and colour vehicle plates are accompanied by detailed, informative captions. “Viking Summer” provides a detailed account of the 5th SS-Panzer-Division’s fighting retreat through Poland in 1944.

The first 10 pages provide a detailed account of the 5th SS-Panzer-Division’s fighting retreat through Poland from March to late October/early November 1944. This section also describes specific engagements of the unit.

There are three subsections within these first 10 pages. Two address the units’ fighting at Kovel and War-



saw. The other covers the tank battalion strength for “I. Abteilung SS-Panzer-Regiment 5” and “Wiking Panthers”.

The second section of “Viking Summer” covers 13 pages of colour vehicle plates displaying a variety of camouflage schemes. There are a total of 41 colour plates, including one of a Fi-156 Fieseler Storch aircraft on the inside front cover. 21 of the plates are accompanied with black and white photographs. Colour plates of the vehicles include; 20 Panther A’s; 1 Panther D; 4 Befehlspanzerwagen D; 1 Befehlspanzerwagen A; 1 Bergepanther; 2 Pan.IV Ausf. J’s; 1 Stug IV; 1 Hummel; 1 Jagdpanzer IV L/48; 1 Sd.Kfz 251/7 Ausf. D; 3 Sd.Kfz. 251/1 Ausf. D; 1 Sd.Kfz. 251/3 Ausf. D; and 3 Sd.Kfz. 251/9 Ausf. D. Captions are informative and detailed with specific vehicle units identified.

The third section represents an excellent collection of wartime photographs highlighting the Wiking Division at the front. They are of good quality accompanied with detailed captions. The pictures are mostly



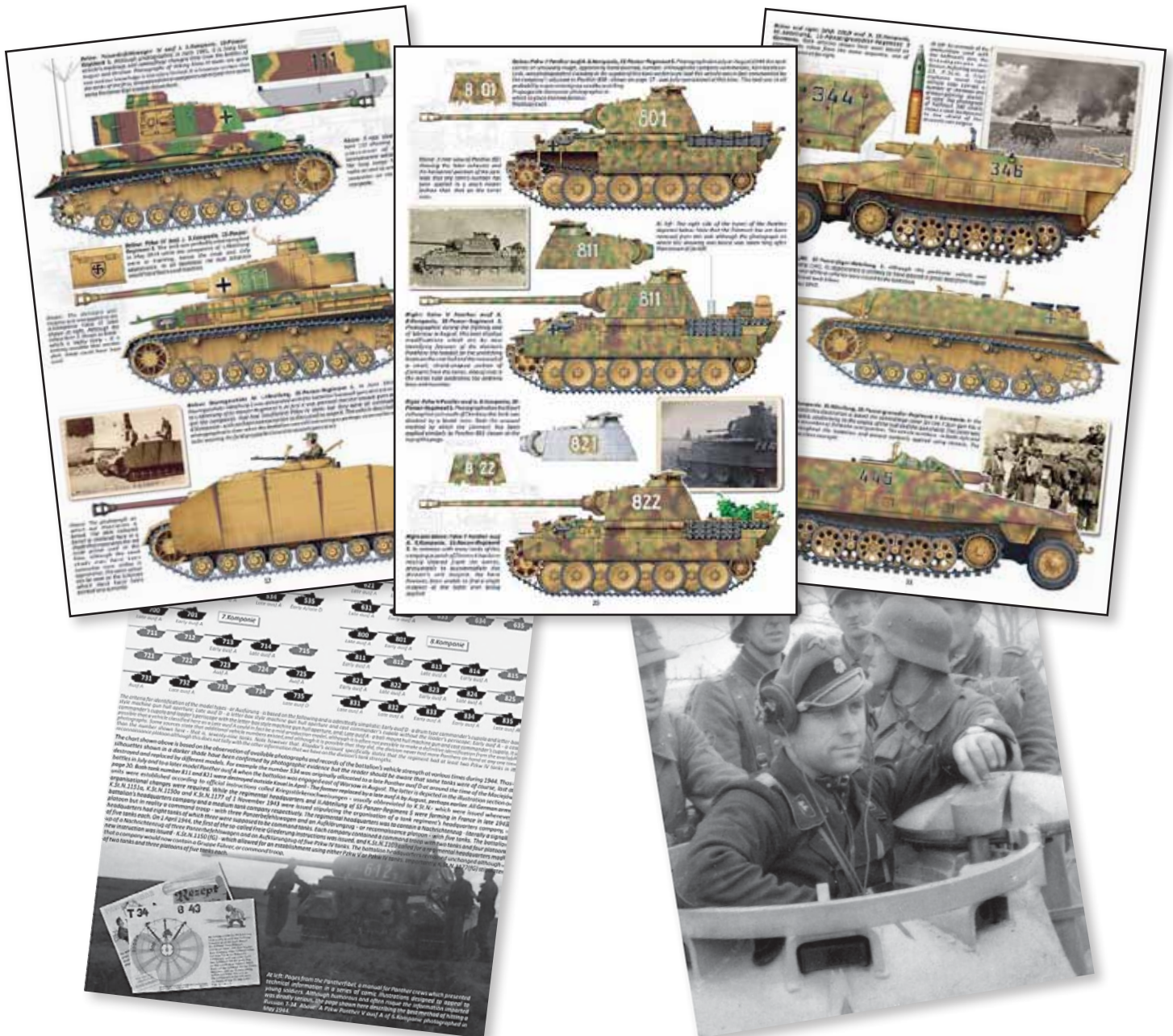
Panther tanks in the field and crew members with their tanks. Throughout the book there are 56 black and white photographs (including front and back cover). Most of the photographs have identified the units that the vehicles belong to. Photographs include Panther tanks (37), Sd.Kfz 251/1 Ausf. D (3), Sd.Kfz. 251/9 Ausf. D (2), Sd.Kfz. 251/7 Ausf. D (1), Sd.Kfz. 251/3 Ausf. D (1) and a Stug IV (1). One black and white photograph was of particular interest shows Untersturmführer Gerhard Mahn and Obersturmführer Friedrich Hannes examining a disabled SU-76 Russian self-propelled tank.

The fourth section is the tank strength table. It represents the tank strength of I. Abteilung SS-Panzer-Regiment 5 and II. Abteilung SS-Regiment 5 from January 1, 1944 to November 1, 1944. This table

should be referred to when reading the information on pages 6 & 7. The chart gives dates with specific numbers of Panzer III, Panzer IV, Panthers, Stug III and Stug IV tanks that were allocated to the two units. The information is based on official returns as well as unit histories and diaries.

**Conclusion**

Highly Recommended! In my opinion, "Viking Summer" is an excellent reference book for vehicles of the Wiking Division. The colour plates as well as the black and white photographs make this book worth acquiring. The colour plates show a variety of camouflage schemes that modellers will find extremely useful. The black and white photographs (with detailed captions) will also be useful when planning dioramas and vignettes.





# Chapter & Member Liaison

Kerry Traynor



## Normal? What Normal?

Remember my last column (Fall 2021)? You know, when I wrote about how things seemed to be looking good COVID wise and that maybe, just maybe, we had turned the corner to getting back to a normal life? Well, turns out my optimism was sadly misplaced. As I write this, we are in the middle of another variant of COVID (Omicron) and yet again, the case numbers are high and the health systems across Canada are working hard to get the case numbers under control.

There is no doubt that the last two years have been hard on everyone. As modellers, we have a hobby that allows us to focus on something we enjoy. So, if you have not had a chance to get to the modelling desk, set aside some time on a regular basis and make it a priority to get some modelling in.

One last point; remember that everyone in your community is experiencing this COVID thing. Their experience may be a very different one from yours; so please be patient, kind and understanding.

### Mea Cupla

Part of my job here at IPMS Canada HQ is to correspond, on a regular basis, with the IPMS Canada chapters. As with everything else, COVID has directly effected the chapters in terms of their monthly meetings, model shows, etc.. Some chapters meet regularly via ZOOM and some chapters have gone into hibernation until they can meet again in person. As activity is at its' minimum, this leaves little to report on; and I got lazy.

I have given myself a stern talking to (Bad Kerry!) and I have committed to getting back to doing a better job. If you are a chapter president or Liaison, you will be hearing from me shortly. Or if you wish, you can drop me a line at [CML@ipmscanada.ca](mailto:CML@ipmscanada.ca).

### Something to Look Forward To!

Despite the many challenges, the gang at IPMS Hamilton have worked hard to get the 2022 version of HeritageCon ready to present in March 2022. HeritageCon is arguably one of the best model

shows in Canada and you can't beat the venue, the Canadian Warplane Heritage Museum in Hamilton Ontario.

IPMS Hamilton has done all it can do planning wise to make the show safe for everyone and in doing so, they are doing things differently for entry registration and planning. So please read IPMS Hamilton Information document found elsewhere in this BeaverTales or go to the IPMS Hamilton website at [www.ipmshamilton.ca](http://www.ipmshamilton.ca)

Take care,  
Kerry



### Peter Terry, Claxton-on-Sea, Essex writes:

Here are images of the Airfix Bird Dog completed with the IPMS Canada decals. They applied well and I enjoyed the article in the magazine... real interesting information. As the Airfix kit is now long out of production, I wished I had some to do other versions.





## **HeritageCon Is Back!**

**HeritageCon 14 will be held on March 27, 2022 at the Canadian Warplane Heritage Museum, Hamilton, Ontario.**

**We're back and better than ever. 90+ categories in the contest, and a vendor area that will be a sight to behold.**

**New this year is ONLINE Model registration. HeritageCon has a fixed limit of space for our contest area, and with the anticipated increase in potential entries due to the Covid situation, a reservation system has also been implemented for contest models. Reserve your model entry space by completing online entry forms at [www.heritagecon.com](http://www.heritagecon.com).**

**Please Note that ALL Model Entries must be completed online. Once all the space has been reserved, contest entries will be Closed.**

**We hope to see you there!**



*\*HeritageCon is subject to all Local and Provincial Covid guidelines and restrictions!\**

*\*Please read all Contest Rules and Regulations prior to entering!\**



# A Modeller's Retrospective

Glenn Cauley, Ottawa ON

Just the other day it dawned on me how much time & effort I have invested in my current model project: a 1/35 SeaRAM Close-in Weapon System from RPG Models. Started in late April 2021,

I plugged away at it while the seasons passed, periodically taking breaks to build other models and enjoy the summer-time. In doing some end-of-year reflection,

I realized that this project had really struck a chord with me for some reason, and I really wanted to stick with it to make it special. This project afforded me the opportunity to broaden and refine my modelling skills (particularly old-school scratch-building), and gave me the courage to “bite the bullet” to tackle things which I normally would have avoided. It also opened my eyes to just how far 3D design & printing has progressed; a modelling friend helped the project along by designing and printing numerous large & small components which I incorporated into the build or used as masters from which I scratch-built other items. 3D printing has certainly opened up our hobby to exciting new prospects.

It took me about a month to complete the SeaRAM model, time enough to do some scratch-building (the search radar unit) and extra detailing along the way. As the model neared completion, I discovered a series of online photographs showing a crew loading missiles into a ship-borne SeaRAM. Seeing those photos sparked something within



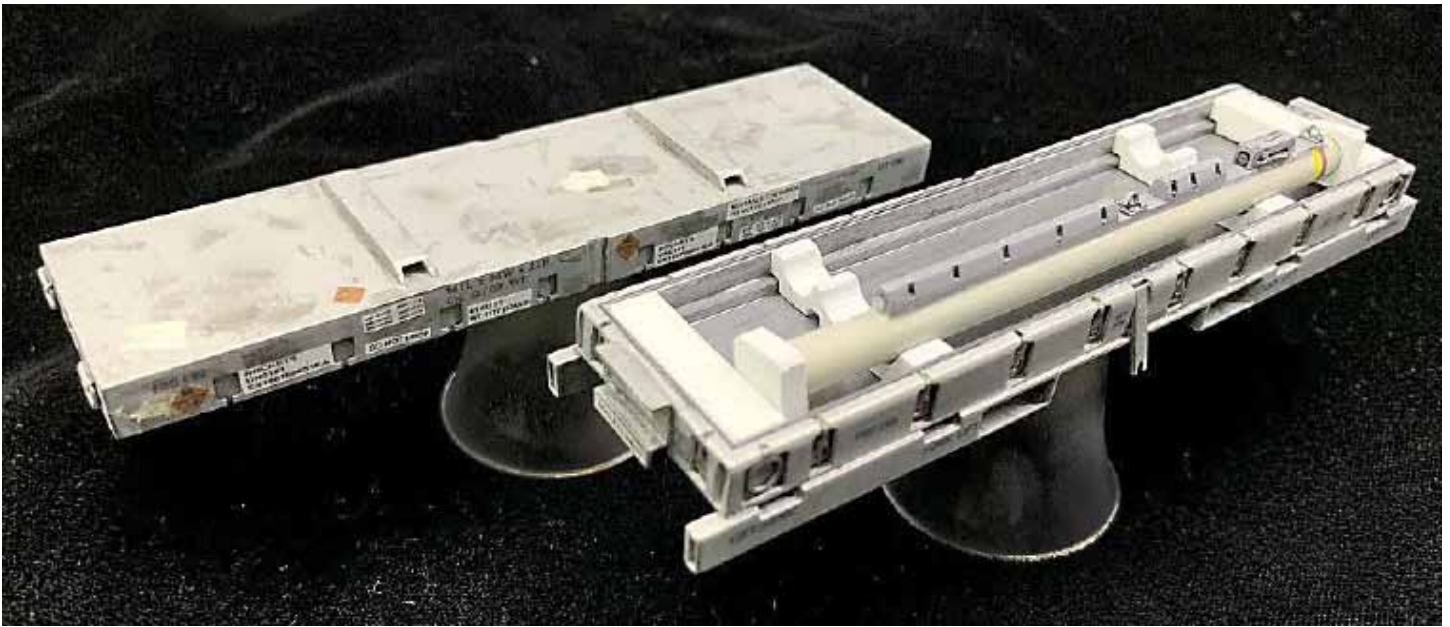
my brain's creativity centre, making me ask myself, “I wonder if I could do that?” (though it might have been safer to think, “I wonder if I SHOULD do that?”). But I don't build models just for the sake of passing time, and I certainly don't build models “safe” because, well, what's the fun in that? And so, much like Alice, down the rabbit hole I went.

By the end of December, in addition to the SeaRAM model itself I had also scratch-built a complete missile-loading platform and a missile transport case, all mounted to a custom base replicating a weapons area on a ship deck. I'll admit that I broke Cardinal Rule #1 of Scratch-building – “Measure twice, cut once” a few times, and twice I had to cut apart the platform to make major corrections. But the thing is, I did not just pack it in... I persevered.

As I put the final touches on all the hardware components, I was smacked in the face with the realization that I was coming up on the most terrifying part of the build: **FIGURES**.

**[Stage direction: Insert foreboding music score]**

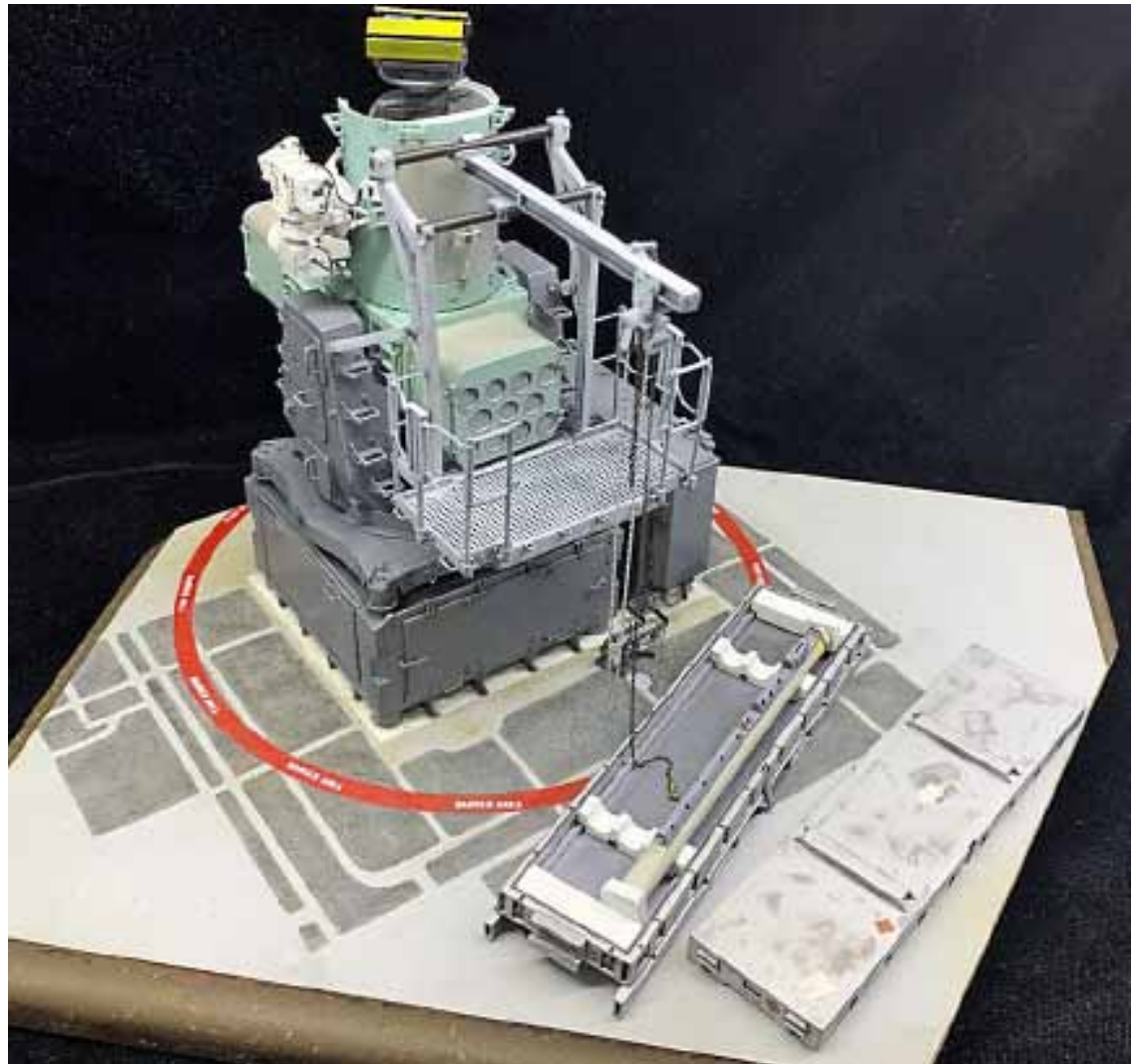




With the exception of two models built in my adult life, I have never added “real” figures to my models – because, frankly, making and painting figures terrifies me. However, I knew I wanted at least three figures in the diorama: a technician on the loading platform, and two supervisors standing on deck having a consultation. I searched for sets of figures wearing coveralls and hardhats, but the results were very limited. After easing my requirements and coming up with almost a dozen possible figure sets, I narrowed it down to one set from Meng and another set from Gecko Models. I would, however, need to make the hard hats myself.

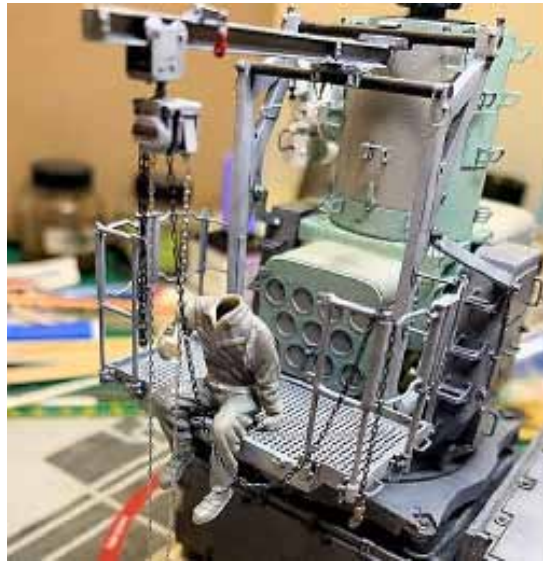
Having watched (with great interest) a presentation given by a fellow club member about how he paints figure faces, I knew I wanted to use Hornet resin heads & hands rather than dealing

with the softly-molded features on those figures; Hornet resin heads & hands are much more exquisitely detailed. Within a week, I had cobbled together the three figures, hardhats included, with only a few





tweaks required here and there after some excellent feedback from modellers whose opinions I respect and trust. Aside from adding a head to one of the figures – I am awaiting its arrival in the post – they are essentially built. (And yes, I know how weird that last part sounds LOL.) Next up is painting the figures, which will likely give me fits until they are done to my



satisfaction. This will likely take a few attempts – I am under no illusions about that – but the goalpost is finally in sight! I have kept the model manufacturer – RPG Models – updated on my progress, and they have been very happy with the direction I am taking their model; they are eager to see the final result.

This SeaRAM project has been an interesting journey so far, and it has indeed opened new doors to be further explored. The full build album is at: <https://photos.app.goo.gl/Sv5gjPLIMAC4iQCbA>





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