



This is **NOT** an IPMS London meeting!



Apparently a typo crept into last issue's article on our London Chapter's online meetings. To set the record straight, the chapter did **not** have over 405 members in 2019. It should have read 45 members. Whew!..... I guess they won't have to rent RBC Place after all!

A NEW CF-104 ANNOUNCED

A recent press release from Kinetic states...

"We are happy to announce that the wishes from many customers are considered and the Canadian CF-104 in 1/48 scale will be released in October/November."

Will this be their existing 104 with Canadian decals, or have they fiddled and modified the kit at all? We'll just have to wait and see just how "C" this new CF-104 is. We'll try to bring you more info once this new kit is more widely available.



We caught the JAGGIES!

It was drawn to our attention that the *beaveRTales* header on our last issue was all jagged, and so it was. I guess that's what happens when your computer forgets to wear a mask! Fear not... we have uncovered the glitch in the artwork and rectified it, and it should be smooth sailing from here on... at least as far as the header is concerned.

With every call for membership renewal we receive a number of emails from members saying, "I want to renew, but I don't know my membership number."



Well, if you can't recall your number, or haven't jotted it down somewhere in your 'important stuff' files, there are two places you can find it without having to contact our membership secretary. One is on your membership card. Surely you carry this around in your wallet or at the very least confine it to your desk drawer! Your number is right there by your name. You'll also find your membership number on your **RT** mailing label, if you happen to have an old envelope around.



(some comments have been edited for length, etc)

Peter Terry of Claxton on Sea, Essex writes:

Regarding the latest *beaveRTails*, the car in front of the DH Vampire is a Morris Minor a very popular car here in UK in its time, often referred to as the Jelly Mould.

Richard Lacroix of Gatineau QC writes:

In the August edition of *beaveRTails*, you ask for information to identify the squadron cars on pages 3 and 4. Here is my two cents worth. On page 3, the first photo is a 1951-54 Morris Minor, the second photo is a series 1 Sunbeam Alpine from the early 1960s and the third photograph is an early 1950s Austin 125 Sheerline Saloon. On page 4, we see a 1963 Cadillac Sedan DeVille, a Volkswagen Microbus and an early 50s Nash Rambler Airflyte convertible.

Dave R Firbank Sr of Squamish BC adds:

Unlike my fathers convertible and my grand fathers 4 door, and all that I could find on the net, 442's Morris has a hood ornament that doesn't appear normal. Morris's weren't a bowed Swans head, so either the 442 members were altering their car for some odd reason or there's a model of Morris that wasn't common. But that doesn't mean there WASN'T such a production, just an obscure one. Someone must know.

Clive Reddin of Vineland ON writes:

I read with great interest the Indian Wars diorama in the recent **RT**. I had no idea of the significance of the markings on the horse and the diorama, while simple enough, conveyed the tension and desperation of the situation. Wonder what the outcome might have been?

I looked at the cavalry sergeant-major and something didn't look right. Then eventually it hit me. It was his hat! The branch of service yellow knot and acorns should be at the front of his hat along with the crossed sabres. The acorns are at the back of his hat and the sabres facing forward. Not sure how that happened, maybe the master was made incorrectly?

Even with that, I still think it was quite well done, the article informative and well beyond my capabilities. My figures all tend to look like walking dead zombies

and as a result, I avoid them, so my hat is off to anyone who can even remotely make them presentable.

Looking forward to the next **RT** as always, and I used the **Paypal** option to renew this year.

All the best, and stay safe.

Clive Reddin

Peter de Salis of Kanata ON writes:

I would like to add to the praise for the most recent decal sheet from **RT**. I had purchased a Chipmunk kit (AZmodel 7557 1:72) and then realized that it only included the UK-style canopy, so assumed I couldn't build a Canadian version. Better research and **RT** to the rescue! I was inspired to build it as my next kit and the IPMS decals worked well as you can see.



Jihn Lumley of Winnipeg writes:

I'm looking for someone who has the 1/48 **Mono-gram/Revell B-26 Marauder**, the **Revell PV-1 Ventura** or an **AMT/Ertl/Italeri A-20G** kit that is no longer a prized possession or is ready for the landfill. Why? I'm in need of the 1/48 Martin 250 twin .50 cal upper turret for my HKM Lancaster B.X build of "No, Not Now" (image below). If you can help, please contact me at jlumley@mts.net Thanks!



First Book from Member René Joyal

and IPMS Canada members
get a 25% discount
off the original price!



Member **René Joyal** of **Beauport QC** presents the first publication from Joycraft Productions. It is titled **Hangar No.1 - Jet fighters**. Dedicated to military aviation model building, this first work is focused on modern jet fighter aircraft. A combination of the talents of a pair of top modellers **Hangar No.1 - Jet fighters** is a 144-page hardcover, and features some really nice step-by-step aircraft builds.



For more info on this this book, click here to visit the Joycraft website:
<https://www.joycraft.ca/hangarno1/>

For an in-depth review click here:
<https://www.themodellingnews.com/2020/10/preview-new-book-from-new-publisher.html?fbclid=IwAR1eFVx4pJofcXBHkSFoC4sSH-3XPvSmEkJDNm6nvhsBAPxid4#moreIA9klo>



**ATTENTION
IPMS Canada members**

When ordering from the Joycraft website use the special discount code:
IPMS-Canada



Did You Know...

**The first aircraft
shot down at Pearl Harbor**



were Piper Cubs!

Readers seemed to enjoy last issue's story on the Piper L-4 vs. Fi 156 Storch air combat, so we present another little-known Piper Cub item. This is actually a civilian light aircraft that would fit right in with your WW II aircraft collection.

Pilots rose early to take advantage of fair weather before the typical Honolulu winds kicked up on that Sunday morning, December 7, 1941. It was a beautiful day to fly... until tiny fabric-covered airplanes found themselves victims as hundreds of warplanes converged on Pearl Harbor. Among the first Americans killed on that day were three men in a pair of Piper Cubs, along with the owner of the flying school where they had trained, who was himself shot dead on the ground when a fighter strafed Honolulu's civilian airport.

Sgt. Henry Blackwell and Cpl. Clyde Brown had reserved two Piper Cubs to take friends for an early sight-seeing flight. The pair of J-3s departed John Rodgers Airport at 7:40 a.m., and headed northeast, flying just off of Waikiki Beach toward Diamond Head before turning west, bound for Camp Malakole on the other side of the island. That was where soldiers of the California National Guard 251st Coastal Artillery Regiment were based at the time. The Cub pilots, as well as a passenger on one of the aircraft, were all members of that unit. Blackwell and Brown had both been taught to fly in their off-duty hours by Robert Tyce, co-owner of K-T Flying Service, one of three civilian schools then based at John Rodgers Airport. Sgt. Warren Rasmussen had come along for the sightseeing excursion.

Tyce and his wife arrived at the airport not long after the two Cubs departed, and minutes before fighters began to strafe the field. Tyce, standing next to his

wife on the ramp, was hit in the head during the first moments of the attack and killed instantly, the first of 68 civilians struck down. The soldiers he had trained were flying about two miles offshore, at around 500 feet, headed toward their base.

A sailor aboard a Navy tugboat, whose account was included in a Honolulu Star-Bulletin story published Dec. 20, 1941, and later repeated, with minor variations in detail, in a sworn deposition, recalled seeing the two yellow Cubs flying offshore at about 500 feet, when several Japanese aircraft pounced on them.

One Cub plummeted straight into the ocean, while the other "circled for a moment" before also diving into the water. Only fragments were ever found.

The incoming Japanese would have come up on them at about 200 miles per hour, approaching from the right side. They probably never knew what hit them. It was eventually determined that the J-3s were shot down by a Kaga-based Zero flown by PO1c Akira Yamamoto.

Epilogue

By the time the attack was over, less than 90 minutes after it began, eight battleships were damaged or destroyed, along with several other ships badly damaged and burning. The attack killed 2,403 Americans, including 68 civilians. Another 1,178 people were wounded. 159 military aircraft were damaged and 169 were destroyed. Sergeant Blackwell was reported missing on December 7, 1941 and ultimately declared killed in action.

General aviation in Hawaii came to a grinding halt after Dec. 7, 1941, with all private aviation grounded during the war years.

Fortunately we have a photo of Sgt. Blackwell's Cub, aircraft NC35111. It is in standard "Cub Yellow" (almost identical to FS 13538) with the Piper lightning flash on the side, registration on the rudder and large registration below the left wing and above the right. These are your standard factory-finish markings. See header image also.



This rather odd photo of Piper J-3s stacked like cord wood does show the standard lightning fuselage flash and placement of the large underwing registration (which is also atop the right wing).



The Piper J-3 is available in 1/72 scale from KovoZavody Prostejov (KP). It has also appeared in several other boxings. Modelling NC35111 would be a simple matter of finding the correct side "chipped corner" numbers, and masking or using black decal for the fuselage flash.



Sgt. Henry C. Blackwell

TEST TUBES, BABY!

by **Richard. Guetig**, Louisville, KY

A drying rack when painting multiple figures

When you are painting several figures (e.g. for dioramas or vignettes) at a time, how do you secure them for drying? Well, if you remember your high school chemistry class, I have the answer – Test Tube Racks!

When I was a high school chemistry teacher (now retired), I used wooden test tube racks all of the

time. One year, my science department chair decided to clean out the chemical storage room. Several wooden test tube racks were being thrown away, so I grabbed four or five to use as holders for various items on my workbench. As I put more thought into it, I realized I could use them for when I am painting multiple figures. I usually use a dowel rod with tape on the top to secure the figure. The problem I always ran into was “how” to secure the dowel rods and figures while drying, especially when working on several figures at once. Test tube racks were my answer!

First, I measured the diameter of the holes for the test tubes. Then I purchased some doweling with a slightly smaller diameter. Next, I cut 12 dowel rods (one for each hole) so they would be a little taller than the test tube rack. Lastly, I placed thick, double-faced tape on the top of each dowel rod. Before I knew it, I had a figure painting rack that would hold 12 figures. So, if you are looking for a cheap drying rack for figures, try some old, discarded test tube racks!



A Tiger-mouth Tiger Moth

An Exercise in Speculative Reconstruction

By Leo F. Pettipas
Winnipeg MB



Fig. 1. Snapshot of the aircraft that is the subject of this article.

Credit: S.R. Earp via R.C. Jones, "Sharkmouth 1945-1970", Arco-Aircam Aviation Series No. 21 (1970).

Introduction

In 1970, Arco Publishing Inc produced a two-volume work on military aircraft wearing the "sharkmouth," a motif that can be traced all the way back to the First World War. Included in Volume 1 was a black & white snapshot (Fig. 1) of a de Havilland Tiger Moth that, according the photo caption in the publication, belonged to "a Royal Canadian Navy Flying Training School."

Apparently on the basis of this rather modest image, artist Richard Ward produced two drawings of the RCN Tiger Moth for the 1970 Arco publication, one in colour, and one in black & white. The colour drawing shows the port side (Fig. 2); the black & white drawing, the top (Fig. 3). I believe both drawings are remarkably good attempts to represent the subject Tiger Moth despite the limitations with which the art-

¹ - I am assuming here that Richard Ward did not receive further details about the aircraft either from the photographer (S.R. Earp) nor the intermediary (R.C. Jones) through whom Mr Ward accessed the photo. I assume that the only raw data at his disposal was the photograph represented here in Figure 1.

ist may have had to contend. In a sense, this article is one of those "What if" things. In this case, the questions are: "What if we had full photographic coverage and all the supplementary documentation we needed to gain an authentic image of this machine? What did it really look like overall at the time that the Fig. 1 photo was taken?"

My intent here is to discuss the Ward illustrations in light of what could, and could not, be learned from the photograph, and to offer alternative interpretations of the "blind spots" in the Fig. 1 photo, based



Fig. 2. Richard Ward's 1970 colour rendition of the RCN Tiger Moth. The obvious errors are the tail skid - the Canadian Tiger Moths, and the subject aircraft, all had tail wheels - and the yellow wheel covers.

on what I know about the official marking conventions of second-line Naval aircraft of the late 1940s.

Historical Background

In 1948, the Navy received a pair of former RCAF Tiger Moths (ex-5088, ex-8865) from the Ottawa Flying Club, courtesy of the Canadian Commercial Corporation. Their initial purpose was to serve as teaching aids in the recently-formed School of Naval Aircraft Maintenance (SNAM) that was part of the Naval Air Section at RCAF Station Dartmouth, Nova Scotia.

As the name implies, SNAM was set up to train ground technicians. Hence, contrary to the Arco photo caption, the Tiger Moths weren't on strength with a naval "flying training school" – training, yes, but flying training, not so much, although the two aircraft were airworthy upon delivery to the Navy, and at least one of them was also taken on strength by the local utility squadron, FRU 743, to provide on-board air experience to non-aircrew personnel.

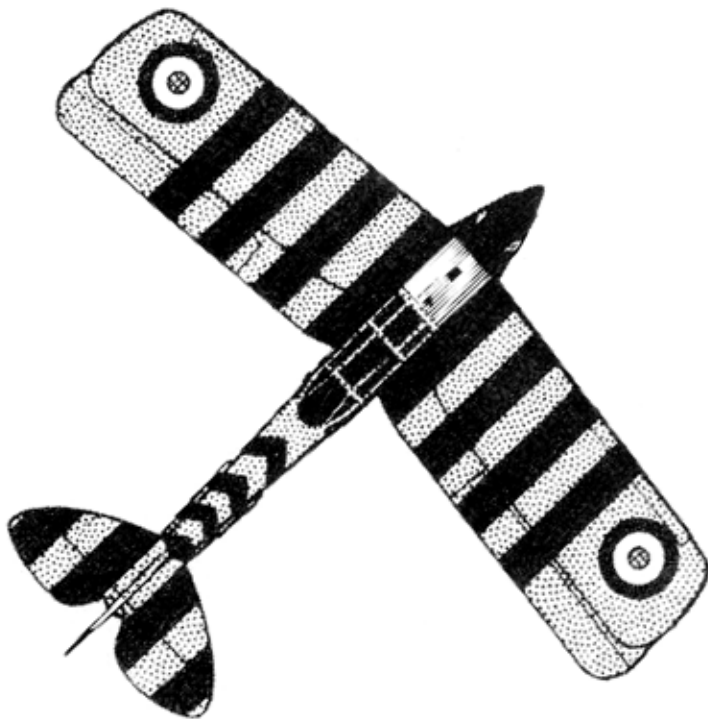


Fig. 3. Richard Ward's B&W top view. Although the photograph (Fig. 1) is entirely silent on the details from this aspect, I would suggest that this assemblage of 'educated guesses' is well justified. Note that the top surfaces of the lower wings also have the black stripes; this would have been speculative on Ward's part, as those parts of the aircraft's anatomy are also not visible in Fig. 1. The presence and style of the roundels as shown here are also subject to debate (see text below). Stripes are visible on the undersides of both sets of wings in the photo.

Much as the Tiger Moths were used during the war as elementary flying trainers for Air Force student pilots, aspiring post-war naval aircraft mechanics were taught the fundamentals of airframes, engines, rigging and electrics on the type. Instruction in Tiger Moth electrics, thanks to the type's simplicity, was confined to the engine magnetos and ignition system. Student Air Mechanics (Engines) learned to strip down the Gipsy Major engine and rebuild it from the crankshaft up, while the budding Air Mechanics (Airframes) dismantled the airframe and re-assembled it. The Tiger Moths were used to illustrate such items as control cable runs; the workings of a bellcrank; turnbuckle adjustment of stagger, dihedral and sweep; fabric doping; and rib and boom stitching in fabric work. As an incentive, provisions were made to flight-test the reassembled aircraft with a SNAM student on board.

Identity

Now let's return to the airplane in Fig. 1. The photo is undated, nor can we say which of the two aircraft it illustrates. We can be confident that it belonged to the Navy because the human figure on the right is wearing a naval uniform. More specifically, we can logically assume that he is a SNAM trainee because he isn't wearing the working clothes of active ground crewmen at the Naval Air Section. His "rig" (uniform) is typical of that worn by SNAM trainees. Also, the building in the near background is identical to one that stood near the SNAM hangar in the late 1940s. The plane is Canadian, witness the Perspex canopy and the tail wheel, as opposed to the British open cockpits and tail skids.

The Paint Scheme

But what is especially interesting about the aircraft in the photo is the paint scheme. For one thing, it is striped; that is, it displays dark diagonal stripes on the fuselage and non-diagonal stripes on the undersides of the upper and lower wings. The stripes are superimposed on a light-coloured background. I fully agree with Mr Ward that the stripes are black and the background is yellow overall except for the black nose cowling. These aspects – the overall Trainer Yellow cum black engine cowling – would appear to be manifestations of the plane's wartime Air Force heritage (Fig. 4).

This black-stripes-on-a-yellow-field configuration is reminiscent of target-tug livery, and I assumed that that is what the airplane was used for when I first saw the photo. But there is no record of the Navy ever using either of its Tiger Moths as target tugs. So



Fig. 4. Beautiful study of a wartime RCAF Tiger Moth, 4360. Note the black cowling and wheel hubs, the early wartime-style roundels and fin flash, and the tail wheel. DND photo.

what's with the black stripes? Well, the airplane is a Tiger Moth; and what are the colours of real live tigers? Yellow with black stripes! And what about the "sharkmouth" nose art? May I humbly suggest that those are not shark's teeth – they are sharp, carnassial tiger teeth, and the nose artwork represents a "tiger-mouth", not a "shark-mouth"!

So there you have it – a Tiger Moth painted up like a tiger. The logic is impeccable. But we run into another question: who painted the airplane to make it look like a tiger? Was it the Air Force, the Ottawa Flying Club, or the Navy? I have no "gen" on its early paint schemes, and I can't automatically assume that the Navy painted it like a tiger simply on the grounds that the photo in Fig. 1 was taken at a Naval Air establishment – the striped paint scheme may be a survival from an earlier phase of its career. However, in my research on the Navy Tiger Moths I contacted some of the former SNAM trainees for their recollections of their involvement with the type, including paint schemes.

There was no mention of the striped paint job in any of the correspondence, but one individual did make an interesting remark that may (or may not) be of relevance here. He wrote, "I remember seeing two Tiger Moths in the SNAM hangar and I remember the yellow painted squares on the grey deck marking exactly where the wheels were to be located. If it didn't breathe, we painted it." Mayhap one of the non-breathing things they painted was this Tiger Moth.

Markings and Overall Appearance

Our final piece of business: what did the subject Tiger Moth look like overall? With only the Fig. 1 snapshot to go by, what can be gleaned from it to help reconstruct on paper how the airplane appeared from both sides, top, and bottom?

The aforesaid limitations are as follows:

- (1) no photographic top view of any part of the aircraft
- (2) no photographic ventral view at all of the fuselage
- (3) lack of detail of the underside of the lower port wing or tail planes
- (4) no clear view of the sides of the rear fuselage aft of the open canopy.

Because of these limitations, we're unable to describe for sure:

- (1) the paint scheme and markings for the tops of either the upper wings or either surface of the tail planes
- (2) the paint scheme for the top surfaces or undersides of (a) the lower port wing or (b) either of the tail planes
- (3) the paint scheme for either the dorsal or the ventral surface of the fuselage
- (4) the presence or absence of roundels, identification words/letters, or serial numbers on the fuselage. See some other possible options on Fig. 11.

Despite these limitations, and the rather poor quality of the Fig. 1 photo, it can be stated with varying degrees of confidence that:

- (1) the sides of the fuselage, and the undersides of the upper wings, were striped
- (2) the sides of the rudder bore the number 26 (in black, presumably)
- (3) the nose was black, ditto the wheel covers (or at least a very dark colour)
- (4) there was a "Type A" roundel on the underside of the starboard wing
- (5) there was an early wartime-style fin flash on both sides of the fin. Another, better quality photo of a wartime RCAF Tiger Moth shot (not illustrated here) from an almost identical angle shows that our RCN aircraft was probably wearing an early wartime-style fin flash.

Now, about the roundels: when the aircraft was sold to the Ottawa Flying Club, it's highly likely that the fuselage roundels and serial numbers were painted out. It appears, however, that the Air Force roundels were left untouched on the undersides of the lower mainplanes, as implied in Fig. 1. But when the Navy



Fig. 5. RCN Type 2 roundel that would probably have been applied to the fuselage of VG-TFA had it been marked with a Canadian Naval roundel.



Fig. 7. Starboard view of RCN Swordfish VG-THM, a contemporary of Tiger Moth VG-TFA. Note the legend “Royal Canadian Navy” and the serial number below it on the aft fuselage. It’s unclear if VG-TFA carried similar markings. Note the RCN postwar-style fin flash, which does not appear to have been carried by VG-TFA. Credit: DND DNS-079.



Fig. 6. Layout of markings, as described above, of an FRU 743 Harvard. Our striped Tiger Moth may or may not have displayed the full marking suite as shown here. Credit: Robert Blakeley/DND/National Archives of Canada/PA-136517.

RCAF 5088). The V meant Canada, G meant Navy, and TF meant Fleet Requirements Unit (FRU) 743 (the air squadron to which they were assigned, being as they were flying machines). The final letter in the string (A or B) identified the particular aircraft. For the sake of convenience in the following discussion I’ll assume that our striped Tiger Moth was **VG-TFA**; however, it could just as easily have been **TFB**. I will also assume that it was ex-RCAF serial number **8865** for the not-very-good reason that **8865** was the one that survived longest in Naval service. See the later (1955) photo of **8865**, found on the last page of this article, as it was rebuilt by the RCN and flown.

got its hands on the plane, we can logically assume that roundels were re-applied to the fuselage, while those on the lower wings at least were left in place. Furthermore, these new fuselage roundels would most likely have been of the RCN Type 2, comprising a Navy-style maple leaf centred on a solid blue disc (Fig. 5). The “Type A” roundels on the top surfaces of the upper wings as shown in Fig. 3 are presumably educated guesses on Richard Ward’s part.

With further regard to markings, when the Tiger Moths were brought on charge by the Navy in May 1948, the ICAO system of aircraft coding was in use. That means that they would have received a five-letter code that indicated nationality, service, squadron or unit, and individual aircraft. The two Navy Tiger Moths were assigned the codes VG-TFA (ex-RCAF 8865) and VG-TFB (ex-

In any case, none of these ICAO markings are visible anywhere in the Fig. 1 photo. However, if SOP had been followed (and it wasn’t), there would have been a large **VG** code on the underside of the lower starboard wing; **TFA** would have appeared in the same position on the lower port wing; and there would have been no roundels at all on the undersides of



Fig. 8. Port view of Swordfish VG-THM. Credit: J.E. Colbert, DND/NAC/PA-116624.

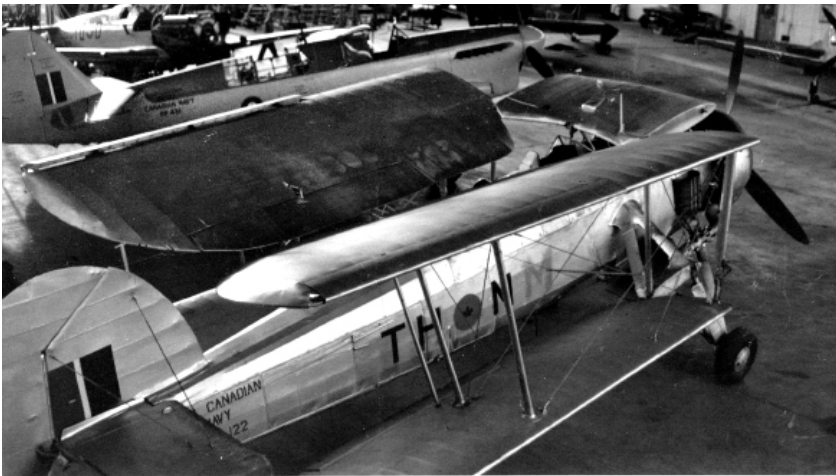
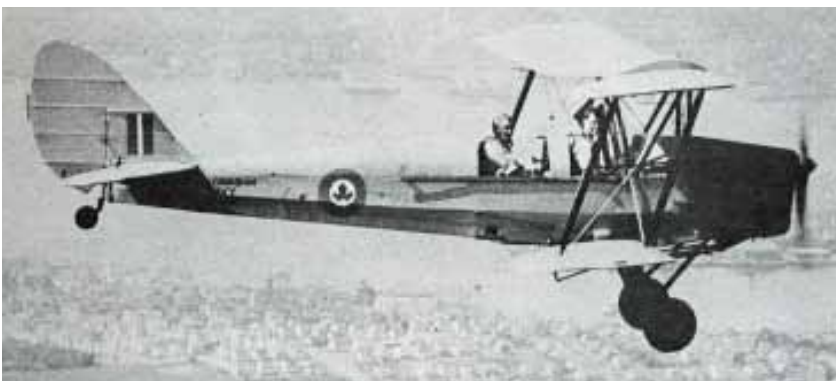


Fig. 9. Dorsal view of Swordfish VG-THM. Note the absence of roundels on the upper surface of the top mainplanes. For better or for worse, I'm assuming that such was not the case on the Tiger Moth (see Fig. 2 and 11). Credit: Young/DND/NAC/PA-141923.



Fig. 10. Late wartime RCAF Tiger Moth RCAF serial number 9859, with the 'last two' numbers of the serial painted on the rudder. Again, note the early wartime-style fin flash and the 'Type A' roundel on the underside of the lower starboard wing. Credit: RCAF BE 450.



RCN Tiger Moth 8865 (ex- VG-TFA), in the mid-1950's, well after the timeframe for this article. After extended time in storage, Navy personnel refurbished the aircraft and flew it for a couple of years until it was finally retired from service in 1957. It gives the modeller good info for how the rear fuselage markings and serial may have been presented on TF-A.

the lower main planes. Furthermore, each side of the aft fuselage would have borne the string **TF A**. In addition, it was standard practice to put the legend **Royal Canadian Navy** and, below that, the serial number, on the fuselage underneath the tail planes (all this is exemplified in the photo of the Navy Harvard below in Fig. 6). However, it doesn't appear that SOP was being followed in the case of Tiger Moth **TFA**; there's no sign of **VG** on the underside of the starboard lower wing, and the Second World War style "Type A" roundel is still in place.

Is there another analogue, apart from the Harvard in Fig. 6, or something else comparable that we might examine to help us answer some of the questions arising from the ambiguities and blind spots of Fig. 1? There may be, in the form of Fairey Swordfish fabric-covered biplanes that were also on strength with FRU 743 (Fig. 7 to 9) when the Tiger Moths arrived.

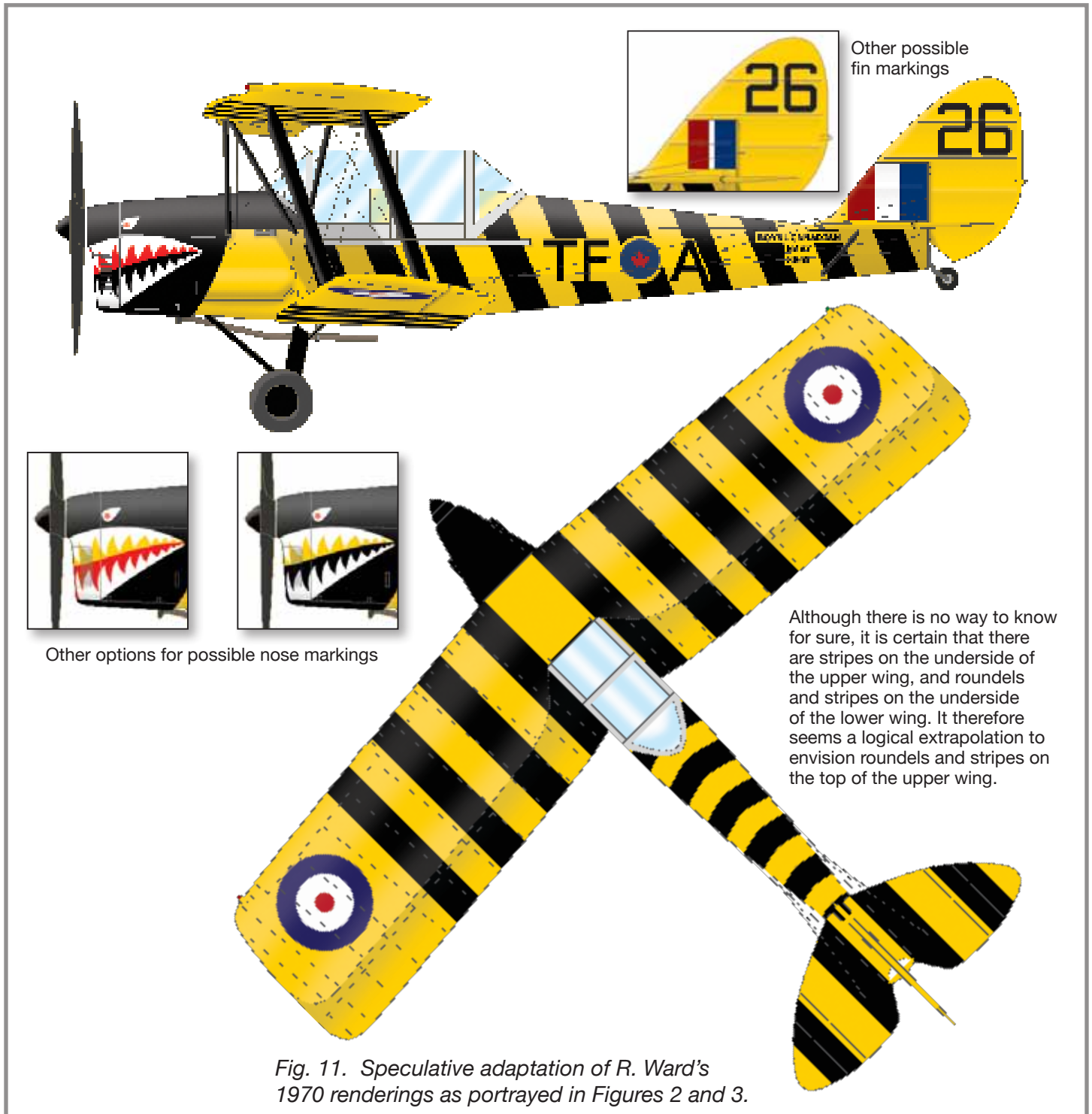
The rudder on the striped Tiger Moth is interesting in that it doesn't appear to be the airplane's original part. During the war the Air Force adopted the practice of painting the last two digits of the aircraft's serial number on the Tiger Moths' rudders (Fig. 10). Since the Navy Tiger Moths had originally been assigned the wartime serial numbers **5088** and **8865**, the rudder number on the Navy machine should have been either **88** or **65**. But in the Fig. 1 photo it's **26**. The implications are that the original rudder was destroyed and replaced with one from another aircraft whose serial number ended with "26."

With the above liabilities and assets to deal with, I have amended, with the help of artist Bob Migliardi, Richard Ward's original drawings (Fig. 2) to produce the version that appears as Fig. 11 (remember, I'm going largely by what was contained in the Navy's regulations, not just by what I can see in an actual photograph [Fig. 1, or in R. Ward's drawing]). The late wartime-style fin flash follows those in the Swordfish photos, and its size and positioning are speculative, as are the size and positioning of the fuselage markings.

The textual and graphic interpretations I have presented here constitute nothing more than a hypothesis, that is, a suggested reconstruction of a past entity, based on vaguely-defined facts or fragmentary information, that can be tested by further research. Efforts are presently afoot to find additional photographic coverage of Tiger Moth **VG-TFA** and to test the accuracy of the above comments and the drawings in Figure 11. If you have any photos of this creature, I'd love to hear from you!

Conclusion

If you're a modeller and would like to build a replica of this airplane using these drawings, I have good news and I have bad news. The good news is, you'll end up with a very pretty little model of a Tiger Moth. The bad news, of course, is that it might not be entirely (or very) accurate!



Chapter & Member Liaison

Kerry Traynor



Perhaps, Just Maybe, we are Seeing a Change for the Good

This may seem odd to read this, but as I sit here writing this column in early November, I suddenly realize that I am sitting in my old office, which I have not 'worked in' for 19 months. I have no doubt that everyone remembers the early days of COVID where we entered a time of great uncertainty and stress. Those still employed, and if it was possible, started working from home. In our household, my wife took over 'my' office, which I rarely used since I retired. In the last year and a half, the office has changed; there are new custom built storage cabinets and a nifty swing out desk. There are also the family photos that used to reside in Beth's office; they now live here at home.

In late September of this year, Beth moved back into her office at the firm's brand-new office space in downtown London. This, along with our favourite restaurants opening to greater numbers, larger public gatherings and a slow return to travel are just a few of the many things that indicate that perhaps, just maybe, we are seeing our lives getting back to 'normal'. Or at least a new normal, that although not COVID free, has far fewer restrictions. On a modeling related note, I have heard rumblings that some chapters are working at getting back to in-person meetings beginning in early 2022. That would be, at least to me, awesome! Zoom meetings have been great, but man, I do miss being WITH people.

I hope that it is understood that my reflections and commentary are specific to Ontario. We are fortunate in that the number of fully vaccinated continues to increase and the number of COVID cases continue to decrease. I wish I could say that all of Canada was seeing the same numbers, but some provinces are still working to bring the COVID beast under control. So, it will take a little longer in those areas.

I also need to be clear in that COVID is NOT over and done with here in Ontario. We still need to follow the regulations as set out by our health authorities. And perhaps, just maybe, this time next year we will

be with our modelling friends, in some pub, raising a glass to our good fortune.

The Great Judging Debate

If you read my columns here in *beaveRTales*, and I know that all of you do (you do, right?), you will know that I listen to most of the modelling podcasts and follow a good number of Facebook modelling groups. I am also a regular visitor to the modelling web sites Hyperscale and Aircraft Resource Centre (ARC). I like having a sense of what is happening in the plastic modelling hobby, and it helps me in my 'job' here at IPMS Canada HQ.

Of late, there has been more than a little discussion on the topic of judging at model contests, which are, more often than not, IPMS related. Of interest, this discussion typically spikes just after a IPMS USA National convention. This year was no different. The discussion usually leads to a comparison between the IPMS judging format and the AMPS (Armor Modeling & Preservation Society) format. I will save you the time in looking up these discussions and tell you that, generally, the IPMS judging format is not looked upon in a kind and loving way.

For those who are not familiar, the IPMS Canada judging format is based on establishing which models are considered the best built and finished models of those entered in the category. IPMS rules award for a first, second and third place finish. In other words, it is a competition. The AMPS format takes a different approach to judging. The AMPS approach is to evaluate each model independently and the score achieved is based on the models' own merits. Depending on the scoring, a model may qualify for a bronze, silver or gold award. The potential is there for multiple golds to be awarded in one category.

I am not going to debate which system is better, because honestly, I can see the advantages and disadvantages of both. Having organized more than a few model shows and judged at many more, I can see where the IPMS judging system could be improved upon. However, change requires a commitment in terms of time and energy and most importantly, valid and heavily supported reasons for doing so.

In listening and reading the various comments on the judging issue, I can't help but notice that most of the commentators are not IPMS members. I admit that I don't know this for sure but based on the amount of IPMS bashing that goes along with the judging discussion, I think I can almost bet money on it. I have said this before and I will say it again; if you want to see change with IPMS then join your IPMS National

branch, roll up them sleeves and volunteer to help make it happen.

One last point; years ago, IPMS Canada put together, with considerable input from IPMS Canada chapters and members, a 12-page document titled "IPMS Canada Recommended Contest Rules". This document lays out the rules and requirements for judging at IPMS Canada model contests. The document can be found on the IPMS Canada web site at:

[IPMS National Contest Rules \(ipmscanada.com\)](http://ipmscanada.com)

As it is coming to 10 years since this document was produced, there was a discussion at the last IPMS Canada executive meeting about doing a review of the judging document and look at what needs to be changed and what doesn't. We are seeing some game changing innovations such as 3-D printing being used and these are most certainly changing the hobby. This review will of course involve the chapters and members of IPMS Canada. More on this as it evolves.

It has always been IPMS Canada's position that these rules and guidelines are recommended and the chapters are free to either use the rules verbatim, or they could adjust the rules to meet the chapter's needs, or the chapter can produce their own set of rules. To date, we have had no indication from the chapters, or our members, that a significant change needs to be made. So, until we do, we will stick to what works for us.

Take care,

Kerry

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CML ADDENDUM

IPMS Canada Media Release

Recently it has come to IPMS Canada's attention that the IPMS judging format has received negative attention on several social media platforms. Although IPMS Canada has not received any complaints, formal or otherwise, regarding our judging format from either our chapters or our members, we felt it was important to respond to this commentary.

The International Plastic Modellers Society is a global organization with over 60 National Branches. Like most National Branches, IPMS Canada has produced its own Judging rules, the IPMS Canada Recommended Contest Rules. This document is available to our chapters for use as they see fit when

producing a model contest. It is understood that our judging format is distinctly different from the judging format created by another plastic model organization. The IPMS Canada system is a competitive system where models are classified as being 1st, 2nd or 3rd in their category. The other organization uses a system where each model is judged individually and may be awarded a Gold, Silver or Bronze.

Some may see one as being better than the other, but that's not our view. Our position is that there are two distinctly different plastic modelling organizations that happen to have two distinctly different judging formats. IPMS Canada is of the opinion that a plastic model group, our own chapters included, is free to choose which judging system best serves their needs in producing a plastic model contest.

IPMS Canada welcomes feedback from its members on this matter, or any other modelling related matter. You can contact us via our web site at www.ipms-canada.com.

Ken Stephens of Long Sault writes:

I am building a 406 Sqn Mosquito NF – the version with the large radar nose – for a WWII Vet in my Legion Branch. He was an aero engine tech on them working at Hanston, UK. He is 101 and sharp as a tack when recalling features of the plane, and what he did. My quest is to find markings used by 406 Sqn. Once completed, I'll display it in our Legion to show others what he did during the War.



I'm also building kits for other Vets, such as a Valentine Tank, and a Harley Motorcycle used by dispatch riders. I'm also searching for a model of a Bison APC as used in Afghanistan, but so far no joy. Once completed, all kits will be displayed, alongside photos of the actual vehicle or aircraft.

So, my question is, can anyone suggest markings for the Mosquito, or know where I could pick up a Bison model. Thanks in advance for anything you can do, and I feel like a kid again building these kits!

Ken W. Stephens, CD
Branch Service Officer, Op VetBuild Team Leader
Royal Canadian Legion – Long Sault Branch 569
kenstephens095@gmail.com

ROYAL CANADIAN NAVY

Aircraft Finish and Markings

1944-1969

Volume 2

by Patrick Martin

Review by Steve Sauvé, Ottawa ON

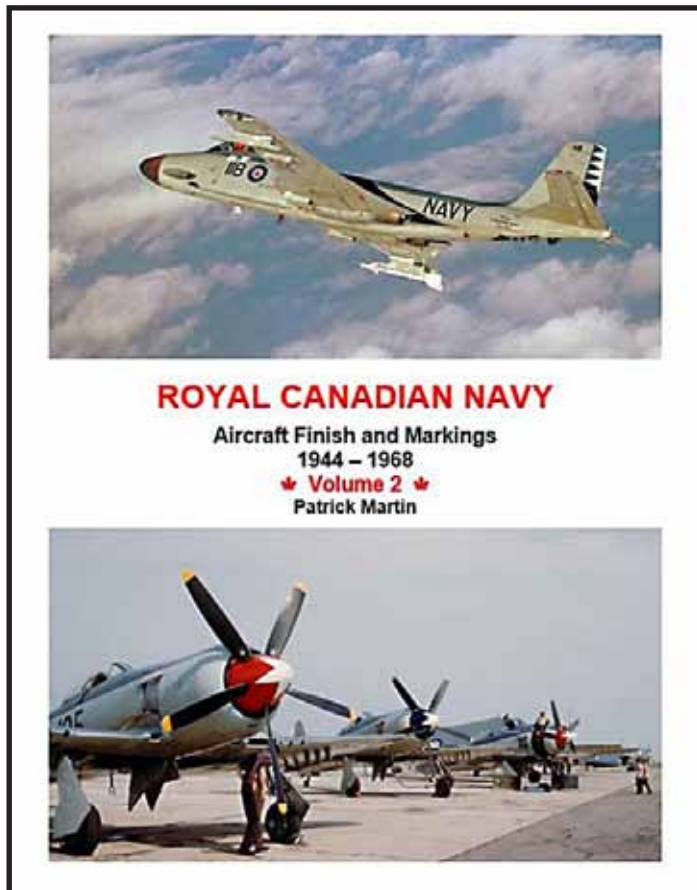
Patrick Martin continues with his series of informative reference works in his latest book – Volume 2 of *Royal Canadian Navy (RCN) aircraft finish and markings*. It covers the period from 1944 to 1968; the end date of this coverage signifies the point after which the RCN and its aircraft were integrated into the Canadian Armed Forces (CAF). The colour schemes of these aircraft during their CAF service are covered in Pat's other books (see contact info in the advert elsewhere in this issue).

The format and layout will be familiar to the reader of the author's other books on Canadian military aircraft markings. This one is smaller than his past works, 160 pages, laser-printed on good quality paper, spiral bound with clear plastic covers. Between the covers you will find all the pages chock full of details and information for the entire period that the RCN flying arm existed.

For the unfamiliar reader, Pat has extensively researched both the official documentation related to Canadian naval aircraft painting and markings. He provides you with reproductions of these drawings and cross-references them with real-world application of these orders, as seen in the several hundred photos and their detailed captions. The marking and painting variations and the deviations from the official orders are an interesting aspect of the book and serve to help the modeller create more accurate and interesting replicas.

There are two versions of this book on offer; I opted for buying the higher-priced version with the increased colour content just because... well... I guess because I like more colour photos. I was not disappointed with this choice, but I don't know how much less colour there will be in the standard version of the publication.

While this is titled and marketed as being the second volume in a series of RCN aircraft markings, it is more of an updated and revised version of Volume 1, first published in 2007. Roll forward 14 years to 2021 and I think the term "Second Revised Edition" would probably be more appropriate to describe this book. Most of the same topics are covered, but the



text and descriptions have been revised and reduced by the editorial team to make them more accessible to a wider range of readers, along with including updates to the original material. The book consists of six main sections:

Introduction (8 pp); **Aircraft Finish** (8 pp); **Aircraft Markings** (19 pp); **RCN Aircraft in Colour** (18 pp); **Aircraft Types** (82 pp); and **Appendices** (18 pp).

In this reviewer's opinion a welcome change is that, compared to Vol. 1, there is a substantial reduction in the deep-background and historical material on each aircraft, in favour of focusing more on describing the finish and markings of the various types in RCN flying service. The photo reproduction is quite good in this book, although some shots are not reproduced well here, but this is possibly due to them being poor quality originals that were the only ones available to illustrate a certain point of discussion.

Not seen in Vol. 2 is the extensive discussion found in Vol. 1 of the history of RCN flying units and the ships they were used on. It is historically interesting, but for the reader who is just interested in the title material, it is not as useful as the aircraft information.

In comparing the two volumes it is generally evident that there is a lot of overlap and repetition between them. There is also a reduction in the page-count

coverage for the individual aircraft types. For a few examples, the coverage changes for specific aircraft types are:

Firefly is 18 pages in Vol.1, and 10 pages in Vol.2.

Seafire is 11 pages in Vol.1, and 4 pages in Vol.2

Sea Fury is 18 pages in Vol.1, and 12 pages in Vol.2

This is typical of the change in coverage throughout the new book. The previous (i.e., Vol. 1) in-depth background stories and lists of individual aircraft serial numbers and their service histories give way to more photos and colour scheme drawings. One criticism is that some really great photos are presented as two-up, side-by-side on the page so they are frustratingly small. But many others are either 2/3 or full-width which is much more pleasing to see and examine for details.

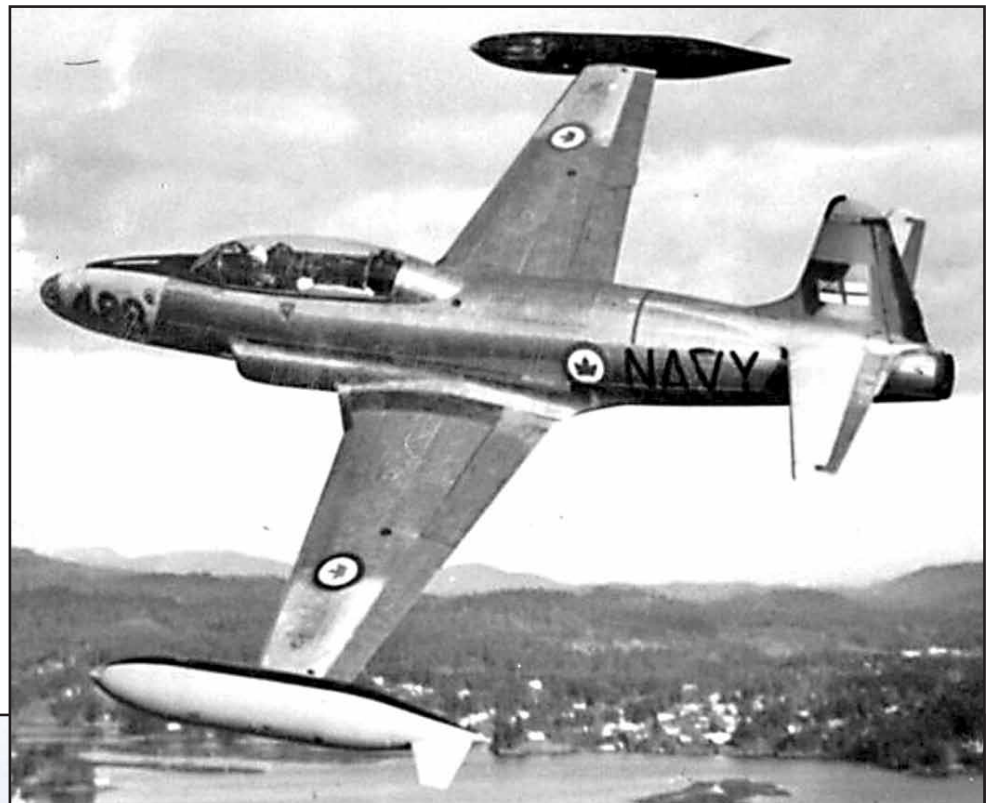
I really do like the extended colour coverage in the edition that I have; it's a very nice bit of eye candy as I'm thumbing through and planning my RCN model collection. But the additional colour is not absolutely necessary to make this a thoroughly enjoyable and useful reference work, so you should go with what your modelling budget can bear!

If you're interested in this subject and these books, go in knowing that if you want the full picture of what the author intended to tell you about this subject, you'll probably want to have both copies on your library bookshelf. But if you just want to focus more on the airplane finish and markings information, then this is the book for you. It is a definite 'must-have' resource for RCN modellers and aircraft researchers. Highly recommended.

And while we're on the subject

of RCN aircraft, here are two poor quality but interesting shots of RCN CT-133 21488 of VU-32 at Shearwater. This first photo taken in 1961 shows the aircraft wearing a white naval ensign on the fin but with RCAF-style roundels. Hi-vis areas at this time are fluorescent red-orange 609-401.

In this later photo the scheme is the same, but the ensign has been replaced by the new Canadian flag. It still wears RCAF-style roundels. Hi-vis areas are now a more durable red.



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ROYAL CANADIAN NAVY
Aircraft Finish and Markings
1944 – 1968
Volume 2
Patrick Martin



"Royal Canadian Navy, Aircraft Finish and Markings, 1944-1968, Volume 2"
The "Grey Book" (2021)

This book illustrates RCN aircraft finish and markings used between 1944 and 1968, expanding further on the material covered in the first volume published in 2007. This is designed as the companion for the first book and also as a stand-alone book on the subject. This volume tells the story in text, photos and drawings of the Canadian Naval Air Arm, from the beginning with the manning of HMS Nabob and HMS Puncher, the two escort carriers starting in late 1943 in Vancouver, until the demise of the Royal Canadian Navy in 1968. The work runs 152 pages (14 in colour + 4 covers), 130+ drawings, over 360 photos, plus a further 60+ colour. Ask about an all special colour printing.

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