RT Volume 45, No. 1 Spring 2023

Cover Comment: *Wayne Beattie started with the Airfix kit and added a lot of Barracuda Studios aftermarket detail sets to produce a very fine rendition of an RCN Sea Fury in postwar use. See page 24 for the build article.*

Page 3

Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

Kaiser Maximilian II

Barry Maddin
C#6000
Truro NS

A Different Kind of Armour

Kaiser Maximilian II (1527-1576) a member of the Austrian House of Habsburg was the Holy Roman Emperor from 1564 until his death. He was crowned King of Bohemia in Prague on 14 May 1562 and elected King of Germany (King of the Romans) on 24 November 1562. In 1557 Maximilian II had a suit of blued armour made with applied bands of gilt copper ornament, which has been attributed to Augsburg goldsmith Jorg Sigman. The blued steel gold plated armour is on display at the Kunsthistorisches Museum, Wien (The Art History Museum in Vienna).

The Kit

The kit is # 4 of a series of six Armored Knight Series by Imai in 1:12 scale released in 1984 (**Fig. 1**). The kit consists of two sprues of dark blue plastic and a weapons sprue in light grey with a length of brown vinyl to be used as the sword belt (**Fig. 2**). The instruction sheet is simple to follow but has an error regarding part # 20 in the first two steps. The moulding is crisp with the exception of the head which has very soft detail considering the scale. The only other problem was that one half of the helm had a void at the front of the helm (**Fig. 3**).

Building a Knight

I tackled the problem of the helm half, which was malformed, by blending together a small amount of Apoxie Sculpt and reformed the missing portion of the helm (**Fig. 4**). My sculpting skills need a lot of practice but the Apoxie Sculpt is forgiving and very easy to work as it can be sanded or carved when hardened. With the visor halves I thinned the back face of the visors and using a #77 (.018") drill bit I drilled out the holes on the left side and the slots on the right (**Fig. 5**).

The head was next but I could only addressed the problem of soft features by undercutting and etching the hair and beard (**Fig. 6**). Once satisfied with what I could do with the head I primed it with White primer (**Fig. 7**). I then painted the face with Vallejo 804 Beige Red with a wash of Vallejo 815 Basic Skintone. I left the eyeballs primer white as it is not a bright white and painted pupils with Vallejo 964 Field Blue and defined the eyes by outlining them with Vallejo 846 Mahogany Brown. I painted the hair, beard and eyebrows with Vallejo 826 German Cam Medium Brown and dry brushed them with Vallejo 876 Brown Sand (**Fig. 8**).

As mentioned above if you glue part # 20 as shown in the instructions the arms will be mounted on the body at a position 90 deg from normal. It was easy to rotate the upper arm and have the mounting pin positioned correctly. At this point with a # 11 scalpel blade I scribed all the edges along the ornamentation and undercut the layers of the armour plate on all the parts. The arms and shoulder greaves then went together well with the fit not requiring any fill and with easy clean up of the seam where the halves went together. I had decided to have the Knight holding the mace but I found that the mace shaft was too small and would fall through the clenched hand. So I cut off the skull crusher end of the mace and reamed out a length of Evergreen # 243, 3/32" (2.4mm) tube to fit over the existing shaft. I glued the end back on the shaft (**Fig. 9**) and the shaft fit the hand perfectly. I then painted the mace handle with Vallejo 863 Gunmetal Gray and the head of the mace Vallejo 864 Natural Steel.

I next assembled the legs and as with the arms the fit was excellent. However, when I attached the legs to the lower body I needed to fill portions of the joints. With the design of the kit which used pins and sockets to connect the main parts together I could paint the components separately and then do the final assembly. At this point I needed to prime the parts I had assembled but I was undecided which gold and blue I would use over either white or grey primer. I made two cards from plastic sheet and primed one with Krylon White and the other Krylon Gray Primer (**Fig. 10**).

Based on my experiment I decided to use # 6a the Panzer Aces 309 Periscope Blue and # 9 the Vallejo 996 Gold over the grey primer. I primed the arms, visor halves and lower body with the grey primer and then painted the ornamentation with the Vallejo 996 Gold (**Fig. 13**) and then carefully painted the armour with the Panzer Aces 309 Periscope Blue. Having scribed and undercutting the parts enabled me to paint clean edges particularly with the periscope blue along the gold ornamentation (**Fig. 14**). I then painted the straps holding the cuisse (thigh guards) in place with Vallejo 859 Black Red with the pants and hose painted in Vallejo 862 Black Gray (**Fig. 15**). The gauntlets have a glove liner that is missing from the ones on the armour at the Art History Museum, however at the Metropolitan Museum of Art in New York City there is a pair on display of the same type and credited to Maximilian II. The glove in the gauntlets at the Met appear to be a tan coloured linen or canvas so I painted the cloth portion of the gauntlets with Panzer Aces 314 Canvas.

I glued the lance rest in place on the breast plate and glued the upper body to the lower. Base on photos of the armour at the Art History Museum I saw that there were straps on the lower sides of the armour holding the breast plate to the back plate. Using Evergreen Strip # 113 .015" x .060" I made a strap for each side. I added rivets from Grandt Line and buckles made from a square of plastic screen. I then masked off the lower body and primed the upper (**Fig. 16**). At this point I decided not to use the base provided with the kit but use one that I had from a previous kit. I painted the stones on the surface of the base with Vallejo 862 Black Grey and Vallejo 995 German Grey and painted the main part of the base with Folkart 925 Wrought Iron acrylic craft paint. I attached the Knights body to the base with Blue Tak and painted the ornamentation and armour of the upper body along with the side straps (**Fig. 17a and 17b**). At this point I glued the arms in place and added a strap to the handle of the mace and painted the strap Vallejo 859 Black Red. I fitted the mace into the hand and it required no glue as it was a nice tight fit although I did have to touch up the Gunmetal Gray.

Based on the pictures of the armour there was a small lanyard protruding from the right side of the visor which made it easier for the Knight to lift the visor with his gauntlets on. So I tied a knot in a length of thread and using CA I secured it in the slot on the visor. I then fit the helmet halves onto the head and carefully glued them together. I next painted the helmet and glued the visor halves together on the helmet. I used CA to fill the small gaps in the visor front and then touched up the gold paint (**Fig. 18**). I sanded the base of the helm and the top of the gorget so that when I glued the completed head onto the gorget all I had to do was run a little bit of the periscope blue around the edge of the joint (**Fig. 19**).

With the assembly and painting completed (**Fig. 20**) I next painted the sword scabbard periscope blue and the sword guard with a hooked quillion, the heft and pommel in gold. I laced one end of the vinyl strap through the rings of the scabbard and running the strap around the figures waist I ran the free end through the scabbard rings and cut off the excess length. I then painted the strap Vallejo 859 Black Red. I glued the Knight to the base with CA gel glue for strength but the armour didn't look quite right. The museum pictures show that the armour was glossy so I fell back on my favorite gloss finish and brushed on two coats of Future being careful to keep the gloss finish on the armour and not any of the cloth surfaces, I also treated the sword and scabbard to a couple of coats of Future to match the armour (**Fig. 21**). On the sprue frame the name Maximilian II was embossed so I cut it out and trimmed it up and painted it with the periscope blue. I then painted the letters with a gold Sharpe pen, glossed coated it and glued it onto the base (**Fig. 22**).

Conclusion

Overall this is a nice kit and builds into a good representation of the armour suit of Maximilian II, although a little extra work improves the appearance of the armour. The biggest issue I had was with the soft detail on the face. At this scale the facial detail should be sharper but the age of the kit is telling. During the build I found researching 16th century armour interesting, from the terms of the various components to what purpose they served. The discs at the shoulders were not just decorative but designed to prevent a lance thrust to the underarm. The elbow cop located at the inside of the elbow joint kept sword strikes or stabs from the unprotected part of the arm. Armour of the day was either designed for ground fighting or for mounted combat. The kits armour of Maximilian II was designed for mounted combat with the back side and back of the thighs clear of armour to facilitate riding a mount. The lance rest on the breast plate was designed to take the weight of the lance creating a pivot point enabling the rider to easily guide the tip of the lance to its target. If you are a figure builder and can find the kit it would be a good addition to your collection.

References

☐ khm.at

☐ metmuseum.org

About the Author

Barry Maddin retired from the CAF in 2009 after a 37-year career as a Navy Stoker, an Army Vehicle Technician, and finally as an Army EME officer. In 2009 he and his wife moved to Truro NS from Ottawa where they built their retirement home, including a hobby workshop, which is strictly off limits to the cats. Barry started building models before he could spell "plastic" and currently builds mostly 1:35 WW II armour and military vehicles, although he does dabble in other areas. He is a member of AMPS and has been a member of IPMS Canada since 2000.

GMC Fox

Armoured Car

Martin P. Bendsøe
IPMS Canada C#6024
Lyngby, DENMARK

This build article came about from the study of the Second World War (WWII) British Humber Armoured Car. I had bought a couple of the fairly recently released 1:72 model by Attack Kits and were preparing to build a Mk. II and a Mk. III from the box. I usually get carried away, so I ended up building a Humber Mk. III Rear Link and a GM Fox Armoured Car. This story is about my experience converting the Humber to a Fox. And it is a (standard) story of 'the devil is in the details'.

Before we proceed to the building experience let me quote **warwheels.net** [**Ref. W2**] to get the history right:

"The Fox Armoured Car was developed as a result of British success with armored car production and use during the early part of World War Two. After assessing the contemporary British vehicles, the Canadians decided to build a VERY similar vehicle to the Humber Mark 3 Armoured Car. Instead of fully copying the Humber, the Fox used a modified General Motors 4-wheel drive Canadian Field Artillery "Quad" Tractor chassis and fitted with a hull similar to the Humber Mark 2 and 3 vehicles; many of the slight differences being due to using the GM chassis. The most visible feature that differentiates the Fox from the Humber is related to the mounting of the more readily available American .30 and .50 cal armament on the Canadian armoured car; compared to the 15mm and 7.92mm BESA guns fitted to the Humbers."

Simple enough – they are very similar vehicles with only a one-inch difference in wheelbase, so no worries. It certainly looks correct when taking a quick glimpse of the two vehicles. Which should also make do when modelling, but I chose the complicated path. I thus not only tried to make it look right, but also embarked on the technicalities of changing the chassis and engine to reflect the Canadian use these items from the line of CMP trucks (for the Fox from GMC/Chevrolet)

The Attack Hobby Kits 1:72 Humber Armoured Car [**Ref. W1**] is a fairly new kit and so far has been released in a Mk. II and a Mk. III version, and there exist a Profi version of both, with additional photo-etch and resin parts. The difference between the kits reflects the different turrets of the two marks. The kit will be released in 2022 as a Mk. IV (see **attack-kits.eu**) There are guns and gun mantlet as well as other parts on the sprues for this version; this should interest Canadian enthusiasts as the Canadian Army used this version both in Italy and North West Europe.

The kit is "semi-short run", in the sense of it missing any locating pins on parts and that obtaining a good fit of the parts needs full removal of the sprue gates and careful filing to reach this goal. Nevertheless the parts are crisply moulded and the plastic is easy to work with. Smaller parts need a lot of attention and have to be separated from the sprues by careful sawing or by using a very sharp knife. All in all it is a nice model for the patient modeller and a vast improvement on the older and more simplified models by Hasegawa and Matchbox (both of which are much simpler to assemble).

General Comments: The basic kit (the Mk. III boxing) is a fine basis, but the differences between the Humber AC and the Fox AC means that there are quite a number of details to attend to. I have primarily relied on various Evergreen plates, strips and rods to modify the kit. It makes the photographs easier to interpret in this article, as the basic model is in grey plastic while the Evergreen modifications are in white plastic. I tried to keep things simple and have thus mainly adapted the model parts where possible. Also, I have tried to limit the use of putty as far as possible.

Hull, Chassis, Suspension, and Drivetrain: The first steps are to assemble the basic hull of the car. The Humber and the Fox were built by putting an armoured "box" on top of a chassis frame that holds the engine, the suspension and the rest of the drivetrain. I decided to do the same operation in 1:72.

The hull goes together well with some filing and dry-fitting. One should assemble the top, sides and ends of the hull in one operation in order to get a good fit (**Fig. 1**) (this is part of steps I, II, and III in the instructions). In order to assure correct alignment of the hull parts, I included the chassis frame from the kit as an alignment 'jig' in this assembly. However, the kit chassis is not glued in place and is discarded after the glue has dried up and the hull is ready for further handling. (I used Tamiya Ultra-Thin glue and let the hull sit overnight).

The next step is to construct the chassis for the Fox by using Evergreen strips, and plate for the car floor. (**Fig. 2 and 3**) It has an open frame to the rear, where the engine sits. I decided to use the drivetrain and engine from an IBG CMP 15 cwt model, and I had hoped to use the chassis from there. However, the Fox is different, as can be seen from some of the few pictures I could find showing these details [**Ref. W4**]. A detail is that the suspension leaf springs on the Fox all sit on fittings on the side of the frame. The Humber front springs are mounted directly on the frame. This detail also means that the Fox hull has some modifications by the front wheels to cater for the extra room needed for the front springs; the kit model needs a bit of surgery followed by some scrap plastic to mimic this.

One should note that the matching of the CMP drivetrain to the Fox is not just a 180 degrees rotation of the set-up. Rather, the original layout just has the engine moved to the back (the design of the CMP distribution gearbox caters for this). The differential housings of the CMP are not centrally placed on the chassis (as they are for the Humber). From the front end, the differential housings on the Fox sit slightly to the left of the vehicle. This is quite noticeable and is somewhat important for the right look of things (if you know where to look!).

I never managed to figure out precisely how the vehicle design engineer installed the exhaust and muffler system **[Ref. W5]**. The wartime picture above shows an exhaust pipe on the left side of the vehicle, but the exhaust pipe on the engine is on the right. On a Humber there seems to be a tricky pipe/muffler system to get the exhaust from the back of the car to a forward muffler and then back again. For the Fox, it even has to shift sides. I invented a properly connected system, which has the end pipe to the left. So, looking from the sides, it looks OK, but from below – well, no guarantees that it's an accurate representation.

In **Fig. 4 - 8** you can see the modifications to the hull, the new chassis and the use of the CMP drivetrain.

Fenders, Shock Absorbers and Baggage Bins: With the bulk part of the hull ready one can turn to the fitting of the fenders. On the Fox, these sit higher on the hull than on the Humber; in 1:72 something like 1.5 mm. Not much, but it does change the look of the beast. I used the kit fenders as a basis for the Fox fenders, extending the front ends with plastic card (**Fig. 4** -). Moreover, I recommend widening the inner angle between the horizontal part and the downwards angled sections (see **Fig. 5** -). This can be done by first applying a slight cut at the inner bend and then pushing outwards. It is rather delicate, especially with the front fender where the fore-angled part also sits closer to the sloped front armour of the hull.

My recommendation is to not do a final fit of the fenders before you have also managed the front suspension dampers, as well as the hull side baggage bins. For the former, they – as on the Humber – protrude through the fender to attachment points on the hull above the fender. On the Humber they are very visible and there is a solid attachment bracket above the horizontal weld line of the hull. On the Fox the bracket is less bulky and the attachment is below the weld line. You can cut the kit damper to the more subtle Fox version and shorten it and then fix that and the fender at the same time. As there are no kit attachment pins you have to eye the correct fixation by the naked eye (to the credit of Attack - there are indentations in the plastic indicating the right position).

When it comes to the hull side baggage bins, these are higher on the Fox. Here the kit bins can be used as a basis with some Evergreen strip added to the top to add 2 mm in height. (**Fig. 4** -) The bins protrude marginally above the hull weld line and quite a bit above the fender. I recommend extending the bins and then fitting the back fenders and bins in one process (here you may also carefully adjust the angle between the fender section). You need to extend both angled parts

of the back fenders. The whole thing looks a bit messy in the process, but after a wee bit of putty and some careful sanding (and patience) you can achieve a reasonable result. A final note is that you can find Foxes where the right-hand side bin is missing; this is typically the case for cars that had to carry a spare wheel (e. g. , the Fox in Italy named Bardia, see [**Ref. W6**]).

Note that the Profi Humber kit comes with photo etched fenders as an option; I recommend to not use these unless you are prepared to add outer bended side walls. The plastic parts are clearly over-scale in thickness, but look right from the sides.

Engine Hull Covers: The Fox has a number of louvres on the top hull lid while the lid on the Humber is plain, allowing on that car the mounting of a baggage box on the lid. (**Fig. 4** -) The louvres for the Fox were made with Evergreen 1 mm quarter-round rod, four pieces in total, with the one closest to the turret shorter than the rest. A little sanding and things look right. Now, alas, all this to no avail, as in operations a mesh covered the louvres. I used a square mesh picked up at a model show (brand name unknown). It is no doubt over-scale, but looks the act.

Also take note that the engine lid does not hinge at the innermost side under the turret, but rather at a line that is flush with the turret back plate; this is subtly marked on the kit part. I had to redo it with strips as I had filed it away, so now it is quite visible.

The Fox has what looks like a shelf or raised frame fitted around the rear-most ventilation grille (**Fig. 5 - 6** -). It is horizontal at the top, like a 3 mm wide shelf, while the sides taper downwards towards the bottom of the hull. It seems that operational crews used the shelf for storage (now that the lid is occupied by louvres), but I guess the thinking behind it is not storage space.

Turret: The Warwheels quote above indicates that the main visible difference between the Fox and the Humber is the turret armament. So right. The two Browning machine guns (a .30” and a .50”) of the Fox sit in quite distinct armoured protective brackets and the kit parts are no great help. The kit turret is actually very nice, with fine rendering of crew hatches (in the closed position) and with a nice gun mantlet, search light, and smoke grenade launchers provided in resin. The only thing missing (also for a Humber Mk. III) is the ventilation cover sitting high on the right front (from driving direction) of the turret. This can be made from half-round plastic rod, sanded to shape.

Modelling the gun brackets was something of a headache – they are small and quite delicate in 1:72. After a few days of thinking, it dawned upon me that one could use an H-shaped plastic column from Evergreen (**Fig. 7**). By cutting away part of the web of the H one can create the right shape in plan-form. After the glue has dried well, the angled underside of the bracket can be achieved by sanding. The brackets also have a rather prominent lip around the upper edge and this effect was achieved by gluing on some tiny pieces of plastic and then sanding a wee bit. Fiddly.

For the gun mantlet, I used the kit plastic part as it made it easier to use plastic glue and the resin part would require surgery. Note here that the kit instructions state that part 64 is the right mantlet for a Mk. III, BUT the real version is part 62. The former is for a Humber Mk. IV and you cannot get the right look with that part (I tried and spent quite some time before realizing that something was wrong). For the guns, I could have used plastic rod or spare parts, but as this is for RT , I went for brass barrels from Master. The .30” has the ventilated cooling jacket, while the .50” does not (only seen from scale plans and photos of preserved vehicles [**Ref. W5 and Ref. B4**]).

Wheels etc: The wheels in the kit are quite nice. In the kit I used, there is a set of fine resin wheels comparing well to the 10.5 x 20 wheels mounted to the Fox and Humber. The wheel hubs on the Fox follow the CMP practice of having a rounded hub on the front wheels. This is easy to fix with some suitable plastic rod inserted in the centre after drilling out the kit hub. My feel is that on the final model the wheel does sit out a wee bit too far when fitted to the CMP drivetrain, but it looks right when comparing it to scale drawings **[Ref. B4**].

Note that the wheel wells of the Fox also include prominent mud-flaps in front and rear; very thin Evergreen strips looks right for this.

Here it should be noted that the Fox had an extra steering wheel at the back of the crew compartment. The engine lid could be lifted to provide a window for driving in reverse. Some references say that this never quite worked – imagine driving a full speed in reverse and not looking where your rear end is. My model should then have a more elaborate engine room to be realistic, but it is completely hidden by the drivetrain, so even though the chassis frame is open at the engine room, nothing can be seen. This must be for the 1:35 modellers to implement!

Smaller details: The Fox has a number of attachment brackets for ropes, wires, and cables. They have the form of small eyes mounted on the vehicle body. I drilled out a suitable rod and cut thin slices of this to make the eyes. Typically, some wire was attached to these eyes and the kit fret includes beautiful, delicate hooks that one can attach to some third-party model wire.

Finally, on the completed, painted, and marked vehicle, one can liberally distribute various goods brought along by the crews in the field. My version has very little of this, but there are pictures of Foxes with winter driving wheel chains en masse and a few motorbikes (!) stacked in the back. Check the websites listed at the end of the article.

From the references it seems that you would find that Foxes were operational in Canadian units in the UK in 1942-44 (for training) and in Italy 1943-45 as part of the Canadian effort there **[Refs. B1-B3]**. Also, a few Foxes were used towards the end of the war in Northern Europe (NWE), and later on in the Occupation Forces in Germany (Provost units) [**Ref. W6**]. Thus, you can have Foxes in browns, mud/black, and green.

Painting: I chose to represent a Fox of the 4th Reconnaissance Regiment (4th Princess Louise Dragoon Guards - PLDG) (1st Cdn Inf Div - Recce Regt) at the end of the war in The Hague. It was a rare bird at that time, but the PLDG had previously used them in Italy [**Ref. W6**]. The story goes that the British/Canadian 21st Army Group had requested that Foxes be diverted from the UK to NWE for use in the security forces when the war was won. There are pictures of Foxes in Provost “uniform”.

The car has thus been given an overall coat of SCC15 Olive Drab (I used the new AK acrylics – really neat to work with); I think SCC15 is the most probable colour, but it could be SCC2 Brown. But I doubt that. Wheels have tires in Vallejo Tire Black (some Panzer Grau would work). I used brush painting and for the tires I used the trick of using the capillary effects to make diluted black paint follow the inner rims of the wheels. Weathering I usually keep subdued, and for the present model there seems to be very little wear and tear on the car.

Unit Markings: Pictures of Foxes in The Hague may just be of one or a few vehicles, which all have prominent white Allied identification stars applied. You can also see various WD numbers. For the one pictured in the heading of this article it seems that the WD number is applied to a baggage bin on the fender. Apart from the first “C”, the children sitting on the car hide the WD number. According to [**Ref. B5**] the possible range of WD numbers are CF.62272 to 62601 and CF.160280 to 160465 (for production 1942-43).

I decided to use “artistic license”, so added a 1st Canadian Infantry Division formation patch and an arm of service (AOS) marking of a white “41” on a green/blue patch, signifying the recce regiment (PLDG) of the division. These appear on the front and rear of the car. Finally, a “9” on a yellow disk as the bridge class marking is also on the front. As the picture from The Hague shows no further markings than the stars, I believe that the censor had a role in the final versions of the pictures. (**Fig. 9**)

Decals - various sources were applied on a base of Future Floor Finish and were also secured with another layer of Future. Finally, the whole car received a coat of AK 3rd Generation Matt Varnish, giving a nice finish with a hint of sheen in the final finish.

By the way, for Canadian readers it may interest you to know that Future has never been available in Denmark (to my knowledge); you can now get Pledge across the water in Sweden and, in pre-Brexit times, from the UK (although the cost of customs now makes that prohibitive). My bottle of Future was bought in the US (at Sears) back in the days when one could carry fluids on planes and I am still amazed how well it works after at least more than 15 years. That I still have something left shows the advantage of 1:72 modelling but also reflects that I for many years only managed to build models over the Christmas break.

I had finished the first version of this article when after quite a wait (customs) I finally received the book [**Ref. b1**] by R. V. Lucy. One photo especially made me realize that the bins in front and on the top of the rear fenders were still undersized. I then embarked on a repair job, adding more plastic strips to the already-enlarged bins and using some redundant bins in the kit, which could be enlarged to make new bins for the top the fenders. Now the model looks better. (**Fig. 10**) Note that the model bins are actually even a bit undersized for a Humber AC.

The Attack kit is quite nice to work with, but requires patience as the short-run kit it is. No shake-and-bake here. The conversion to a Fox required much more work than anticipated. I spent many hours finding the right information (airplanes are easier!) as well as figuring out how to carry out the modifications. The build was slow, but fun – when done. An important modification that was probably not needed was to change the chassis; I think very few people would notice the difference if the fenders, baggage bins, and the turret had the right look.

The list of modifications above can be a solid basis for someone brave enough to take on the conversion of, for example, the Bronco 1:35 Humber. It would look good to have a Fox and a Humber IV of 4th Princess Louise Dragoon Guards side-by-side on your display shelf. Happy modelling.

For comparison, I have included elements of a build of a 1:72 IBG Otter in some of the pictures. The model ended up as a 2nd Canadian Division vehicle photographed in t' Zandt in North Holland in the spring of 1945 [**Ref. W8**]. I found it fascinating that this Otter has larger wheels than normal (10.5 x 20 rather than 9 x 16). Moreover, the turret has been replaced by a simple pintle-mounted 0.30" gun. Markings are speculative, here applied as an Artillery Observation Vehicle attached to the Black Watch (Royal Highland Regiment of Canada) involved in the liberation of Groningen and surrounding area (AOS green patch with 60 in white). There is a picture of a turret-less Otter with the Hastings and Prince Edward Regiment of 1st Canadian Infantry Division in this FOO role, but it has standard wheels and no machine gun.

Note that the Fox was also used by the Poles in Italy, by the British in India, and later on by the Dutch in Indonesia, in the latter case often equipped with a Humber Mk. IV turret. Also, Portugal used it in its colonial wars in Africa. However, here one loses the strong Canadian ties of having a Canadian vehicle in Canadian use and markings. Not a strong case for a piece in RT!

Publications:

B1 R.V. Lucy: The Fox Armoured Car in Canadian Service. Service Publications, Ottawa, ON, 2005. ISBN 1894581288

B2 J. Gosling, F. Kořán: Humber Mk. IV & GM Fox Mk. I in detail, Wings & Wheels Publications, Prague, 2011. ISBN 978-80-87509-01-2

B3 B. Beldam, S. Guthrie: Camouflage and Markings of Canadian Armoured Vehicles in World War Two: Part 1. Model Centrum Progres, 2013. ISBN 8360672083

B4 G. Bradford: Allied Armoured Fighting Vehicles: 1:72 Scale (World War II AFV Plans). Stackpole Books, PA, 2009. ISBN 0811735702.

B5 D. Harley: Reality Check: Humber Armoured Cars. Part 1. Tankette 55/3, pp. 4-6 & Part 2. Tankette 55-4, pp. 4-9, **MAFVA.org**.

Websites:

W1 **blog.attack-kits.eu/en/british-explorer-humber-armored-car-mk-iii-british-army-africa-italy-1-72/**. Pictures of sprues and instructions for the Attack Kits model.

W2 **warwheels.net/Fox1ACindex.html**; contains a short description, and provides several links to useful information (WW2 pictures and walk-arounds of preserved vehicles).

W3 **facebook.com/1greatvirtualeducationalexperience/posts/906939559364506/**. Another short description of the Fox, thanks to Canadian Virtual Military Museum.

W4 **mapleleafup.net/vehicles/restorations/restore2.html**; here you can find pictures of the chassis and engine.

W5 **the.shadock.free.fr/Surviving_Humber_Fox_Armoured_Cars.pdf**. Many pictures of preserved vehicles, both Humber AC and Fox AC.

W6 **mapleleafup.net/forums/showthread. php?t=3020**. Info of Fox use, with a focus on North West Europe, 1944-45. With wartime pictures.

W7 modellismopiu.net/m+gallerie/main.php?g2_itemId=20619&g2_page=8. A collection of walk-arounds named "Humber", but it is Foxes, perhaps with wrong armament (notice the shape of the dampers protruding through the front fenders). The collection is part of a fantastic website with more than 75,000 pictures of all kinds of military vehicles, see the overview at **modellismopiu.net/m+gallerie/main.php?g2_itemId=15**.

W8 mapleleafup.net/forums/showthread. php?t=2341&page=2. On the Otter, has the picture of the t' Zandt version (from beeldbankwo2.nl, search for Zandt).

Fox reference photos at **facebook.com/militarymuseum.at/photos/pcb.3131409690478119/3131409610478127/**

About the author:

Martin Bendsøe is from Copenhagen, and has lived there most of his life. Modelling since the age of 10, he primarily builds 1/72 WWII RAF/RCAF fighters and trucks (he is of Danish/English descent). He began writing for the IPMS Denmark magazine a few years ago and enjoys combining history, technical stuff, and the building experience into one piece. Retired in 2018 after 38 years at the Technical University of Denmark, he now concentrates on hobbies, family and activities for charitable foundations. A member of IPMS Canada for more than 15 years, he has visited Canada and its aircraft museums on a number of occasions, often combining business trips with his private interests.

Nothing digs like... a DEERE!

Barry Maddin
C#6000
Truro NS

Can You Dig It?

Backhoes have been around for more than forty years. Their compact size makes them ideal for digging ditches for pipe or underground cables, setting up foundations for buildings or creating drainage systems. They are easy to maneuver and have the ability to travel freely on roads. Found on many farms and used in construction for medium duty excavation work the John Deere 310 Backhoe/Loader is a work horse digging or loading. Powered by 52 hp, 2.7 L JD 3-cylinder engine the 310 Back Hoe with its open operator station design, was easy to use with simple controls and with its stabilizers deployed it was a very secure digging platform. The 310 was made between 1971 and 1975

The Kit

The kit is the AMT/ERTL # 15043 John Deere 310 Backhoe/Loader in 1:25 scale (**Fig. 1**). The kit consists of 120 parts on four sprues of yellow styrene that clearly shows its age (**Fig. 2**). There are prominent mould lines on every part and quite a few sink marks. Fortunately most of the ejector pin marks visible are raised and easy to take care of. The instructions come as a three page double sided pamphlet with twenty one steps using line drawings and although a simple build there are a couple of spots that need close attention. However it is the only kit of this subject that I know of so a little extra work makes it worthwhile.

The Build

The build starts with the chassis which includes the engine, drive train and frame. Some of the mating surfaces needed to be sanded to provide a flat surface for the attaching part. Fill was needed around the entire drive train as the joint was not flush, even with considerable sanding. I added a seat adjustment lever to the seat assembly using a length of brass wire and a length of .080” hex rod (**Fig. 3**). I didn’t install the seat or roof as I wanted to have the seat, roof and cab floor painted and weathered first. The cab went together without problems just needing some putty for the fenders and backhoe control panel joints and I assembled the stabilizer mounting frame with the stabilizers in the raised position. The backhoe consists of a boom arm, stick and bucket. The boom arm is connected to the tractor with a swing casting and looking at reference pictures it was apparent that something was missing. A real backhoe has two hydraulic pistons near the base of the boom arm and attached to the swing casting. The pistons allow the boom arm to swing from side to side and are synchronized so that when one pushes the other pulls. This lets the operator dig in spaces that’s too tight to maneuver the entire machine into a good working position. On the kit the pistons were missing from the swing casting, additionally there needed to be a hydraulic manifold at the top of the swing casting for the hydraulic lines running from the control panel to the backhoe. I fashioned pistons from 3/32” tube found in the Evergreen # 217 Rod & Tube Assortment and the manifold from a segment of Evergreen # 187, .125” x .156” Strips. I drilled six holes with a # 67, .032” bit in the manifold and in the face of the backhoe control panel and glued the manifold and pistons in place (**Fig. 4**). I then added the engine exhaust manifold with exhaust stack and radiator assembly to the chassis. The radiator had fit problems and I had to trim part of the chassis frame to get it to sit correctly (**Fig. 5**). I added a hydraulic line to the cylinders on the stabilizers by drilling

holes with a # 74, .0225” bit and used .020” lead wire for the line. I then installed hydraulic lines from the face of the backhoe control panel to the manifold on the swing casting using .030” lead wire. Not satisfied with the look of the stabilizers in the raised position (**Fig. 6**) I deciding to have the stabilizers deployed. I carefully detached the stabilizers from the mounting frame and cut off the poorly rendered hydraulic cylinders. I fashioned new hydraulic cylinders with tube and rod from the Evergreen # 217 Assortment. Then using .080” hex rod cut to 2mm thickness as a hose connector and .020” lead wires as hydraulic hoses I mounted the new cylinders on the stabilizers and reconnected them to the mounting frame (**Fig. 7**).

I next built the rest of the backhoe assembly and using the 2mm thick .080” hex rod and .030” vinyl tube I added the appropriate hydraulic lines to the assembly (**Fig. 8**).

I had trouble mounting the engine hood which wouldn’t sit square and after some choice words and a lot if fiddling around with a sanding stick I got it to sit mostly square. I turned my attention to the loader frame and added hydraulic lines to the lifting cylinders like I had on the backhoe. The bucket tilting cylinders had moulded on hoses that didn’t look good so I cut them off and installed new ones using .030” lead wire with enough length so I could run the lines under the cab just like the real thing. Once the loader frame and bucket was finished I added power cables for the headlights and roof lights using .020” lead wire which on the real backhoe are run inside the roof frame. I capped off all the holes at the attachment points of the hydraulic cylinders and arms with discs punched out of .010” styrene sheet. The backhoe/loader was now ready for painting and weathering.

Painting & Weathering

I left off the wheels which I wanted to paint and weather separately and then proceeded to paint everything a base coat of Tamiya XF-84 Dark Iron mixed with 30% XF-63 German Gray. With the base coat dry for a day I used AK True Metal (AK 457 Steel) to paint the rams of the hydraulic cylinders (**Fig. 9**). The AK True Metal is a wax like paint which I diluted with lacquer thinner giving me a thin paint I could brush on the rams without being lumpy in any way.

I wanted to portray the backhoe/loader as a well worn scruffy machine so using Vallejo 523 Liquid Mask I masked lots of chips all over the unit. I then masked the rams with Humbrol Maskol because I wanted to ensure I had a good coverage on the rams. The Vallejo is a good mask but it is a resin material which sometimes doesn’t want to let go whereas the Maskol has a rubber base and I have never had problems removing it. With everything masked I painted the backhoe with Tamiya XF-3 Flat Yellow. I knew that I wouldn’t get a perfect yellow coat because of the dark undercoat but that’s what I was going for (**Fig. 10**).

I painted the tire portion of the wheels with Panzer Aces 306 Dark Rubber and weathered the wheels with a mix of Quartermaster Pigments # 10003 Raw Sienna and 10006 Burnt Umber (**Fig. 11**).

I then did some detail painting with Vallejo 950 Black on the backhoe control panel, lever handles, instrument panel, front radiator cover, operator’s seat and around the rear light panels. I picked out the seat belts with Vallejo 862 Black Gray and Vallejo 863 Gunmetal Gray on the buckles. I removed all the masks and used the Tamiya Panel Line Accent Colour (Black) to do a pin wash over the entire vehicle. I used the Panel Line Accent Colour (Black) to coat the exhaust stack and while still wet applied a dark rust pigment followed by more accent colour. The accent colour acts like a binder adhering the pigment to the surface and I repeated the process with the exhaust manifold on the engine. Using a micro brush I rubbed the dark rust pigment into all the chips on the backhoe and in all the crevasses of the loader and digger buckets. I painted the headlights and taillights with Vallejo 997 Silver and back side of the roof lights with Tamiya XF-27 Clear Red and the front side with XF-26 Clear Orange. I installed the seat and glued the roof in place and attached the power wires to the roof lights (**Fig. 12**).

The last bit of weathering was an application of Tamiya Diorama Texture Paint (Brown) to the loader and digger bucket. My texture paint had dried up but I dug some out of the bottle and mixed it with a small amount of lacquer thinner which softened the paint so that I could paint in on. I followed up by dusted the texture paint with the pigment mix I had used on the wheels (**Fig. 13**).

The Work Site

With the backhoe completed (**Fig. 14**) I only had to place the backhoe/loader into a work setting.

Using pink insulating foam I shaped it to accommodate the backhoe and added small pieces of Styrofoam to represent mounds of soil on the digging site. I dug out a small trench and inserted a plastic tube that I had cut open on the top side to represent a broken pipe and I painted a base coat on the layout with burnt umber artist acrylic craft paint (**Fig. 15**). I made a mix of Celluclay, white glue and burnt umber paint and applied it to the base forming the ground surface. I then sprinkled a mix of fine sand and pebbles over the Celluclay and using a wide bristled brush gently pushed the sand mix into the clay (**Fig. 16**).

I laid a length of cling wrap over the top of the base and set the backhoe onto the base impressing it into the clay (**Fig. 17**). After several days the base was dry and I was able to clean up the area around the broken pipe and painted the pipe with Vallejo 992 Neutral Gray (**Fig. 18**). I air brushed a 60:40 mix of Tamiya XF-64 Red Brown and XF-10 Flat Brown over the ground work and then dry brushed it with Vallejo 983 Flat Earth. I also brushed on some of pigment mix I had used on the wheels onto the trench dirt pile, the sides of the trench as well as the edges of the dirt mounds on the base. Using Gorilla Thick Gel CA I secured the backhoe to the base (**Fig. 19**). To complete the scene I poured some Woodland Scenics Water Effects into the opening of the pipe in the trench filling the pipe and allowing it to flow out of the pipe and into the trench bottom. After the water effects had dried I brushed on generous amounts of Future enhancing the wet mud look in the bottom of the trench (**Fig. 20 & 21**).

Conclusion

This was a fun build. The kit showed its age but nothing that was a show stopper. With the articulating backhoe and loading bucket building the backhoe as a new or well used machine gives the modeler a wide range of options when making this kit. With some additional effort you can make a nice representation of a John Deere 310 Backhoe.

References:

- deere.com
- tractordata.com

About the Author

Barry Maddin retired from the CAF in 2009 after a 37-year career as a Navy Stoker, an Army Vehicle Technician, and finally as an Army EME officer. He and his wife moved to Truro NS from Ottawa in 2009 where they built their retirement home, including a hobby workshop, which is strictly off limits to the cats. Barry started building models before he could spell 'plastic' and currently builds mostly 1/35 WW II armour and military vehicles, although he does dabble in other areas. He is a member of AMPS and has been a member of IPMS Canada since 2000.

A Royal Canadian Navy,
Sea Fury FB.11

Wayne Beattie
C#3174
Moncton, New Brunswick

Project background

When Airfix came out with their new Sea Fury kits a few years ago I knew I wanted one. This had to be an improvement of the old Hobbycraft kit that I had built more than a decade and a half ago. Since I knew I wanted to build one and write an article about it I might as well go all out and get some aftermarket sets.

Bill of goods

For the aftermarket sets I bought most of the sets manufactured by Barracuda Studios out of California (barracudacals.com). The sets that I purchased were:

- ☐ BR48344 Sea Fury Mainwheels - Block Tread
- ☐ BR48345 Sea Fury Brass Landing Gear - Early Style
- ☐ BR48347 Hawker Sea Fury Complete Cockpit Set
- ☐ BR48348 Hawker Sea Fury Gearbay Set
- ☐ BR48349 Sea Fury Engine Front and Spinner Set
- ☐ BR48350 Hawker Sea Fury Cowling Upgrade

I had originally thought of just getting the cockpit set but when I looked at the kit's landing gear bay and saw all the ejection pin marks that I would have to fix, it became clear that the resin gear bays became was a good idea for me.

For the markings I wanted a late Sea Fury in Canadian service so I found Fündekals (fundekals.com) had a sheet with several options for various times while being flown by the Royal Canadian Navy.

The build:

I started the build, of course, with the cockpit. The Barracuda Studios resin cockpit is filled with detail. **(Fig. 1)** It adds lots more detail than the kit's, but once you put the fuselage halves together the only way you can really see it is with a flashlight. At least I know it's there, as would perhaps a judge at a show. It is almost a drop-in fit. Some sanding is required but not like you might have to deal with for an Aires cockpit set. I painted the cockpit a dark grey **(Fig. 2 and 3)** because if I painted it black like the real thing you wouldn't be able to see anything. The cockpit set comes with decals for the side consoles and the instrument panel. The seat only has the lower half of the upper restraints so I created the upper part of the straps with kitchen tin foil cut to length and painted to match the lower half. **(Fig. 4 and 5)**

I went to attach the canopy rails when I noticed one side had broken. I took a picture and posted on the Barracuda Studios Facebook page to show what a clumsy person I am. Then the owner, Roy Sutherland, sent me a message to say that he would send me a replacement set. That is good customer service!

Once I got the new piece I was able to get the fuselage closed with cockpit set in nicely.

Fuselage

The fit of the fuselage is pretty good. I just had to sand the seams smooth. To get rid of the possibility of ghost seams I almost always give the joints a thin layer of super glue then sand smooth. From what I have seen on the internet, Airfix has a problem with a “short shot” on the upper tail. My kit had that problem. I cut a sheet of plastic to roughly the same curve of the tail and attached it. **(Fig. 6)** I then sanded it to match the other side of the tail. **(Fig. 7)** There are a lot of raised rivets on the fuselage. They seem a bit out of scale so I shaved them off and then added some recessed rivets. They are not the best, but I am learning.

The Wing

I started working on the wing by painting the resin landing gear bay. The bays are painted a yellow tannish colour that the Hawker Company used. Since there is no paint that is close I decided to mix it by eye. I added several drops of Vallejo Interior Yellow 71.107 from there Vallejo Air range and a couple of drops of Iraqi Sand from Vallejo’s Model Color range 70.819. **(Fig. 8)** I did not keep track of how many drops of each, but I should have as I would need to colour match later. For the gear bay to fit in the lower half of the wing some thinning of the wing had to take place. After some test fitting it looked good. You can make the kit with the wings raised or extended. On this kit I wanted the wings extended. The kit comes with pieces that allow the outer sections to have some strength when attached. **(Fig. 9)**

Some sanding of the upper side of the gear bay roof has to be thinned to get the fuselage to sit right. (**Fig. 10)** When I attached the inner part of the upper wing I filled a small gap with the Vallejo white putty. With a wet cotton swab you can remove the excess putty and no sanding is really required.

The Nose

From the front of the wing forward, the nose was all resin. The cowling does not need much attention to attach. I just had to do a little bit of sanding to get it to fit properly.

The detail on the engine and exhaust stubs are fantastic. **(Fig. 11 and 12)** I used Vallejo Metal colours to paint the detail but, like the cockpit, once you attach the cowl ring it pretty well disappears.

Painting

I started the painting process by using Vallejo’s Mecha black primer. I gave the model an overall even coat and let it set for 24 hours. I sprayed the section just behind the exhaust Vallejo Metal colour Aluminum. Once dry, I masked it off with Tamiya tape.

The first main colour that went on was a marble coat of Model Air 71.339 Russian AF Grey N3 which is the equivalent of FS36373 which is what the decal instruction sheet was the specified shade of grey. Once I did the marble coat I spray a second coat of the same colour to fill in the panels. I left some of the first marble coat showing through to give a dirty, worn look. **(Fig. 13)**

I like to give my models a used look. The light grey marbling goes up the sides and onto the tail. **(Fig. 14)**

When I pulled the tape off to reposition it to mask to paint upper dark grey, the light grey paint was pulled off the resin cowl. That was my mistake. I forgot to clean the resin before installing and painting. The paint just peeled off. **(Fig. 15 and 16)** So I used some rubbing alcohol to clean the rest of the paint off the resin cowling. I decided to try a different primer this time. I wasn’t blaming the Vallejo primer; I just happened to buy a bottle of Mission Models black primer and wanted to try it out. So I repainted the cowl to match the rest of the model.

The second main colour that goes on the wings and the upper part of the fuselage is the equivalent to FS 36118. For this I used Vallejo Model Air 71.097 Medium Gunship Gray. This grey is a little lighter than the Extra Dark Sea Grey that I think was usually used. I masked the light grey with Tamiya tape, as it was a sharp division between the two colours. After I finished painting I realized that I had forgotten the black non-skid strip. I masked it off and the area around it and painted it black. **(Fig. 17 and 18)**

Markings

The Fündekals sheet for the Canadian Sea Fury provides enough markings to build several Sea Furies from every marking and paint scheme era that the Canadians flew it in. Unfortunately it only gives you enough stencils for one

airplane. They went on easily and were very thin. **(Fig. 19)** I used the Mission Models clear gloss for the first time also before applying the decals. After the decals another coat of Mission Models clear gloss went on.

Weathering

I really did not do much extra weathering to the plane. I think I did enough through the paint work. On the bottom I used AK's new water colour pencils that my brother had sent me. I just did the panel line behind the wheel well with a light dose of black. They dry as a dark grey. Around the exhaust I airbrushed a very thin coat of a heavily thinned dark grey. I then took the smoke colour from the AK's watercolour pencil range and using a small brush discoloured the aluminum a little bit more. Again I did not want to overdo it. **(Fig. 20 and 21)**

Landing Gear

The cast brass landing gear came from Barracuda Studios and it is very sturdy. On the IPMS Toronto YouTube channel, *Garage Studio Modellers*, I had heard that a good primer for metal is Future Floor Finish. I decided to try it as I did not have any metal primer in the paint pantry. The paint stayed on while I was handling it when I installed them on the kit, so I say it works. This is where I wish I had written down the paint mix I used to get the colour for the landing gear bay. The colour I came up with was a little off but it gave some contrast between the bay and the landing gear. The tires were also from Barracuda Studios. They are really nicely detailed. **(Fig. 22)**

Spinner and Prop blades

The spinner came from Barracuda Studios but the prop came from the kit. I painted the prop first. I primed the blades, then painted the yellow tips. I gave the blades with a coat of clear flat to protect the finish while they were masked. The spinner is red. I dislike very much painting red. I sandwiched the prop between the two sections of spinner and gave it a several coats of Mission Models white primer. **(Fig. 23)** I started out using Vallejo Air red but it stayed a light then darker shade of pink. I did not have all year to get the red to the shade that I was looking for so I added some Vallejo Model Color Crimson to darken it. Several light coats later I got the shade of red that I was looking for. Success. **(Fig. 24)** I still dislike painting red.

Conclusion

This was a lot of fun to build. About the only mishap that I encountered was the paint peeling off the cowl. I will know better next time. I really like the new Airfix kits that are coming out lately. I have already built a couple of the Airfix Mustangs and just bought the Spitfire FR Mk.XIV. I know I can get some more resin to dress that one up. Stay tuned.

About the author:

Wayne Beattie was born in Shawville, QC and moved to Sussex, NB in 1976 with his family. After graduating in Engineering Drafting and Design Technology from the NB Community College, he eventually settled in Moncton in 1987. He currently works for the New Brunswick Liquor Corp., and has been married to Susanne since 1990. He builds mostly 1/48 aircraft, but has been delving into figures. He has been a member of IPMS Canada since 2003 and is a member of the Muddy River Modellers.

TA-4F Skyhawk:

A ‘Scooter’ that’s Built for Two

Frank Cuden
IPMS Canada C3476
IPMS/USA 4311
IPMS (UK) X55047
Albert Lea, MN, USA

Background

The Douglas A-4 Skyhawk or “Scooter”, as it was sometimes referred to, evolved into many different versions, among them being the two-place TA-4F/J renditions. Over the years, I’ve built two 1:48 scale models of the A-4, one being the Fujimi A-4E with a home-made avionics hump on the dorsal fuselage spine and the other being the1:48 scale Monogram A-4E/F. In addition, I also built five 1:72 Fujimi kits in Aggressor schemes, along with a Bi-Centennial TA-4J, and a modified A-4E to which was added a resin replacement “C” nose. Then there was another1:72 Aggressor A-4E that had a brown and tan camouflaged Mig-17 outline superimposed over the Light Gull Gray upper camouflage and which was repeated on the underside in dark grey. I guess you could say that the Skyhawk is one of my favourite aircraft.

The Project

After seeing a build of a striking one-off experimental TA-4F scheme on the Internet, I visited my stash and pulled out the remaining Fujimi 1:72 TA-4J/F, # 250250 to use as a model canvas for the white and orange hi-viz experimental paint job. It was quite colourful but unfortunately the scheme was never adopted by the U.S. Navy.

The Build

I began the build by painting two aftermarket True Details A-4 ejection seats, (#72408) that I had in my aftermarket bin, **Fig. 1**. The belts were moulded to the resin seat so I carefully hand-painted them and they looked far better than did the seats provided in the Fujimi kit box. Raised detail was provided on the side consoles so a dry-brushing of white along with some coloured dots of paint made them look the part. I used buckshot to weight the nose and also inside of the forward areas of the wing tanks to be sure the model would sit on its tricycle landing gear. With the instrument panels painted, I glued them to the cockpit tub and then glued the forward fuselage section together. With the tailpipe also glued in place, I buttoned up the aft fuselage section which would later be mated with the front section. I wanted to show the flaps deployed so I cut them out of the bottom wing half and they are resting on the wing underside in **Fig. 2**. Note that one of the flap track actuators had broken off but was re-glued in place in **Fig. 3**. In retrospect I should have left it off because a couple more would be broken off during the course of the build. Luckily, I was able to find and store them until I glued them back in place much later in the build.

Prime Time

The basic airframe has been filled and sanded in **Figs. 4 and 5**. I then sprayed the entire model with Alclad II's White Primer and that revealed a remaining divot just forward of the instrument panel shroud, **Fig. 4**. At that point I had glued the landing gear legs onto the model to keep it off of the workspace when I began applying the trim paint.

Painting and Decalling

A final coat of Testors enamel White was sprayed on the model and in **Fig. 5**, the first of the Testors Orange enamel trim has been masked and sprayed. I knew I was taking a chance by gluing the refuellling probe to the model prior to spraying it, and I managed to break if off a couple of times after that but toward the end of the paint job, I got it back in place and it remained intact for the remainder of the build. Careful measuring and masking allowed me to add the remainder of the orange trim to the model, **Figs. 6 and 7**. A couple of touch-ups were needed but for the most part, my masking held in place with no drastic under or over-sprays visible when I pulled the tape. With the orange pattern, I went through quite a bit of Tamiya tape to produce the trim sections. The dive brake wells and the slat receptacles were masked and sprayed with Testors enamel Flat Red, along with the insides of the slats and dive brake doors, **Fig. 8**. The area around the wing root cannon and the anti-glare panel were masked and sprayed using Floquil Engine Black and a thin black decal was laid in place alongside the re-fueling pipe. What its purpose was is not known to me but I saw that in photos and added it. At the same time, I cut and applied black strips of ScaleMaster striping decal to represent the wing walk sections. The intake lips were hand-painted with the Testors Flat Red, **Fig. 9**, and the shallow intake warning triangles came from my spares box. As a matter of fact, all the markings shown in the photo came from decals and aftermarket numbers and letter sheets in my decal stash as there were no dedicated aftermarket decal offerings for this particular scheme. Before I applied the fuselage US national insignias, I dry-fit the dive brake doors in the wells and then applied the decal over them. When they were dry, I used a new X-acto #11 blade to cut along the seams and then removed the dive brakes from the wells and applied Solvaset to them. A little touch-up was needed but everything grabbed well. I also applied the white plane numbers to the insides of the flaps. Note the absence of the flap actuator on the outside of the right wing. Luckily, after it broke off, I was able to find it and glued it in place just before I glued on the deployed slats. The national insignia on top of the left wing pulled down well over the vortex generators after a Solvaset application, however, the stylized "B" on the upper right wing did not grab as well so later paint touch-up was needed, **Fig. 10**. I robbed two of those stylized B's from my Matchbox kit of the T-2 Buckeye and a modeling friend of mine sent me two from his kit. I added "No Push" stencil decals to the slats and "No steps" to the wing trailing edges, **Fig. 11**.

Final Bits

At this point the dive brakes were glued in place along with their actuators and the seats were ready to be glued into the cockpits. A good shot of the speed brakes is visible in **Fig. 12**, and after re-attaching the missing flap actuator, I added the slats in the extended position, **Fig. 13**.

Wing navigation lights were also added at that time. The Tamiya Clear Red and Green applications were later given a coat of Tamiya Acrylic Clear to give the lenses a glossy appearance. Next up was the canopy, visible in the photo, and rather than vacuform a new one, I dipped both the canopy and windshield in Future Floor Finish, thus saving me the job of vacuforming new replacements. It seems that some companies' clear parts have become thinner and more in scale so a dip in Future was all that was needed to provide a nice and shiny clear canopy and windshield. In **Fig. 14** I then masked both of them and first hand-painted a coat of black on the frames and that was followed by air brushing Testors Classic White over the black so it appeared that the insides of the frames were black. Thin plastic .010" strip to represent the three rear-view mirrors was cut to shape and size and glued to the upper inside of the pilot's cockpit forward canopy frame and two more were added for the rear cockpit. A small dab of Testors enamel Chrome silver took care of the "mirrors" while a coat of black covered the backs of them. I used Gator Grip white glue to set them in place, and with a very small application of thin super glue applied to the backs of them, that secured them in place. They are visible in the finished photos at the end of the article.

Through my own fault, I neglected to add the plane designation (TA-4F) and the aircraft serial number (155113) to the rear fuselage under the tail so after taking photos of what I thought to be the finished model, I added them and then had to re-take the photos. Just one of the pitfalls of modelling because viewing the model a lot, I was seemingly blind and too close to it so I didn't notice that I had omitted them as I was applying the decals. I'm sure a lot of modellers can relate to that tale of woe. Some tricky masking was necessary to provide the non-skid black surfaces on the front and rear of the

upper wing tanks. I used Floquil Engine Black to spray those areas. In addition to the wing tanks I added shackles to the centre under-wing pylon and it is visible in **Fig. 15**.

Weathering

A little medium grey pastel dust was added to the insides of the landing gear doors, wheel wells and landing gear legs. Medium grey pastel was also used to scuff up the black wing walks a little, **Fig. 16**. I also highlighted a few panel seams on the fuselage using light applications of pastel and a very small brush as an applicator, and they show up well in **Fig. 17**. Most Skyhawks that I have seen in photos don't show a lot of weathering so I kept it light, especially on the white finish. The "less is more" philosophy seemed appropriate. Red warning edges on the gear doors were applied using a red Sharpie marking pen and that was lots easier than trying to paint them with a small brush. A red rotating beacon was added to the dorsal fuselage spine from a set of CMK navigation lights, #4060. I also coated the beacon with Tamiya Clear Gloss to make it shine. The exhaust pipe was hand-painted with Testors enamel Steel. According to photos, this aircraft carried but one cannon at the base of the right wing, **Fig. 17**. Plugs were provided in the kit to fair over the holes if the cannons weren't used so I used one plug and one cannon.

Conclusion

If a modeller doesn't mind a lot of masking, then this paint scheme will add quite a splash of colour to the showcase. Having built a few TA-4's from Fujimi kits, I knew what to expect when I began the build and for the most part, things went as planned, minus me breaking off the refueling probe and some slat track actuators.

If you're looking for a different TA-4 scheme, this might be one to consider, provided one can find a couple of the old Matchbox T-2 Buckeye decal sheets to use for their stylized "B's.". Fujimi provided a good kit as a starting point and there were no surprises in store for me throughout the build.

Barry Maddin retired from the CAF in 2009 after a 37-year career as a Navy Stoker, an Army Vehicle Technician, and finally as an Army EME officer. He and his wife moved to Truro NS from Ottawa in 2009 where they built their retirement home, including a hobby workshop, which is strictly off limits to the cats. Barry started building models before he could spell 'plastic' and currently builds mostly 1/35 WW II armour and military vehicles, although he does dabble in other areas. He is a member of AMPS and has been a member of IPMS Canada since 2000.

Background

The Douglas A-4 Skyhawk or "Scooter", as it was sometimes referred to, evolved into many different versions, among them being the two-place TA-4F/J renditions. Over the years, I've built two 1:48 scale models of the A-4, one being the Fujimi A-4E with a home-made avionics hump on the dorsal fuselage spine and the other being the1:48 scale Monogram A-4E/F. In addition, I also built five 1:72 Fujimi kits in Aggressor schemes, along with a Bi-Centennial TA-4J, and a modified A-4E to which was added a resin replacement "C" nose. Then there was another1:72 Aggressor A-4E that had a brown and tan camouflaged Mig-17 outline superimposed over the Light Gull Gray upper camouflage and which was repeated on the underside in dark grey. I guess you could say that the Skyhawk is one of my favourite aircraft.

The Project

After seeing a build of a striking one-off experimental TA-4F scheme on the Internet, I visited my stash and pulled out the remaining Fujimi 1:72 TA-4J/F, # 250250 to use as a model canvas for the white and orange hi-viz experimental paint job. It was quite colourful but unfortunately the scheme was never adopted by the U.S. Navy.

The Build

I began the build by painting two aftermarket True Details A-4 ejection seats, (#72408) that I had in my aftermarket bin, **Fig. 1**. The belts were moulded to the resin seat so I carefully hand-painted them and they looked far better than did the seats provided in the Fujimi kit box. Raised detail was provided on the side consoles so a dry-brushing of white along with some coloured dots of paint made them look the part. I used buckshot to weight the nose and also inside of the forward areas of the wing tanks to be sure the model would sit on its tricycle landing gear. With the instrument panels painted, I glued them to the cockpit tub and then glued the forward fuselage section together. With the tailpipe also glued in place, I buttoned up the aft fuselage section which would later be mated with the front section. I wanted to show the flaps deployed so I cut them out of the bottom wing half and they are resting on the wing underside in **Fig. 2**. Note that one of the flap track actuators had broken off but was re-glued in place in **Fig. 3**. In retrospect I should have left it off because a couple more would be broken off during the course of the build. Luckily, I was able to find and store them until I glued them back in place much later in the build.

Prime Time

The basic airframe has been filled and sanded in **Figs. 4 and 5**. I then sprayed the entire model with Alclad II's White Primer and that revealed a remaining divot just forward of the instrument panel shroud, **Fig. 4**. At that point I had glued the landing gear legs onto the model to keep it off of the workspace when I began applying the trim paint.

Painting and Decalling

A final coat of Testors enamel White was sprayed on the model and in **Fig. 5**, the first of the Testors Orange enamel trim has been masked and sprayed. I knew I was taking a chance by gluing the refuellling probe to the model prior to spraying it, and I managed to break if off a couple of times after that but toward the end of the paint job, I got it back in place and it remained intact for the remainder of the build. Careful measuring and masking allowed me to add the remainder of the orange trim to the model, **Figs. 6 and 7**. A couple of touch-ups were needed but for the most part, my masking held in place with no drastic under or over-sprays visible when I pulled the tape. With the orange pattern, I went through quite a bit of Tamiya tape to produce the trim sections. The dive brake wells and the slat receptacles were masked and sprayed with Testors enamel Flat Red, along with the insides of the slats and dive brake doors, **Fig. 8**. The area around the wing root cannon and the anti-glare panel were masked and sprayed using Floquil Engine Black and a thin black decal was laid in place alongside the re-fueling pipe. What its purpose was is not known to me but I saw that in photos and added it. At the same time, I cut and applied black strips of ScaleMaster striping decal to represent the wing walk sections. The intake lips were hand-painted with the Testors Flat Red, **Fig. 9**, and the shallow intake warning triangles came from my spares box. As a matter of fact, all the markings shown in the photo came from decals and aftermarket numbers and letter sheets in my decal stash as there were no dedicated aftermarket decal offerings for this particular scheme. Before I applied the fuselage US national insignias, I dry-fit the dive brake doors in the wells and then applied the decal over them. When they were dry, I used a new X-acto #11 blade to cut along the seams and then removed the dive brakes from the wells and applied Solvaset to them. A little touch-up was needed but everything grabbed well. I also applied the white plane numbers to the insides of the flaps. Note the absence of the flap actuator on the outside of the right wing. Luckily, after it broke off, I was able to find it and glued it in place just before I glued on the deployed slats. The national insignia on top of the left wing pulled down well over the vortex generators after a Solvaset application, however, the stylized "B" on the upper right wing did not grab as well so later paint touch-up was needed, **Fig. 10**. I robbed two of those stylized B's from my Matchbox kit of the T-2 Buckeye and a modeling friend of mine sent me two from his kit. I added "No Push" stencil decals to the slats and "No steps" to the wing trailing edges, **Fig. 11**.

Final Bits

At this point the dive brakes were glued in place along with their actuators and the seats were ready to be glued into the cockpits. A good shot of the speed brakes is visible in **Fig. 12**, and after re-attaching the missing flap actuator, I added the slats in the extended position, **Fig. 13**.

Wing navigation lights were also added at that time. The Tamiya Clear Red and Green applications were later given a coat of Tamiya Acrylic Clear to give the lenses a glossy appearance. Next up was the canopy, visible in the photo, and rather than vacuform a new one, I dipped both the canopy and windshield in Future Floor Finish, thus saving me the job of vacuforming new replacements. It seems that some companies' clear parts have become thinner and more in scale so a dip in Future was all that was needed to provide a nice and shiny clear canopy and windshield. In **Fig. 14** I then masked

both of them and first hand-painted a coat of black on the frames and that was followed by air brushing Testors Classic White over the black so it appeared that the insides of the frames were black. Thin plastic .010" strip to represent the three rear-view mirrors was cut to shape and size and glued to the upper inside of the pilot's cockpit forward canopy frame and two more were added for the rear cockpit. A small dab of Testors enamel Chrome silver took care of the "mirrors" while a coat of black covered the backs of them. I used Gator Grip white glue to set them in place, and with a very small application of thin super glue applied to the backs of them, that secured them in place. They are visible in the finished photos at the end of the article.

Through my own fault, I neglected to add the plane designation (TA-4F) and the aircraft serial number (155113) to the rear fuselage under the tail so after taking photos of what I thought to be the finished model, I added them and then had to re-take the photos. Just one of the pitfalls of modelling because viewing the model a lot, I was seemingly blind and too close to it so I didn't notice that I had omitted them as I was applying the decals. I'm sure a lot of modellers can relate to that tale of woe. Some tricky masking was necessary to provide the non-skid black surfaces on the front and rear of the upper wing tanks. I used Floquil Engine Black to spray those areas. In addition to the wing tanks I added shackles to the centre under-wing pylon and it is visible in **Fig. 15**.

Weathering

A little medium grey pastel dust was added to the insides of the landing gear doors, wheel wells and landing gear legs. Medium grey pastel was also used to scuff up the black wing walks a little, **Fig. 16**. I also highlighted a few panel seams on the fuselage using light applications of pastel and a very small brush as an applicator, and they show up well in **Fig. 17**. Most Skyhawks that I have seen in photos don't show a lot of weathering so I kept it light, especially on the white finish. The "less is more" philosophy seemed appropriate. Red warning edges on the gear doors were applied using a red Sharpie marking pen and that was lots easier than trying to paint them with a small brush. A red rotating beacon was added to the dorsal fuselage spine from a set of CMK navigation lights, #4060. I also coated the beacon with Tamiya Clear Gloss to make it shine. The exhaust pipe was hand-painted with Testors enamel Steel. According to photos, this aircraft carried but one cannon at the base of the right wing, **Fig. 17**. Plugs were provided in the kit to fair over the holes if the cannons weren't used so I used one plug and one cannon.

Conclusion

If a modeller doesn't mind a lot of masking, then this paint scheme will add quite a splash of colour to the showcase. Having built a few TA-4's from Fujimi kits, I knew what to expect when I began the build and for the most part, things went as planned, minus me breaking off the refueling probe and some slat track actuators.

If you're looking for a different TA-4 scheme, this might be one to consider, provided one can find a couple of the old Matchbox T-2 Buckeye decal sheets to use for their stylized "B's.". Fujimi provided a good kit as a starting point and there were no surprises in store for me throughout the build.

About the author:

With the completion of his first model in the early 1950's, Frank Cuden has continued in the hobby over the years. 1:48, 1:72 and 1:144 are his scales of choice and he enjoys adding extra detail to each kit. He also enjoys e-correspondence with modellers world-wide, and enjoys improving his writing skills with each article he writes. Since retirement in 1999, he's enjoyed modelling at will, and becoming more fun as time goes by. Wife Marilyn, three children and six grandchildren complete the circle.

A ‘Big Sky’

F-86A Target Tug

Frank Cuden
IPMS Canada C3476
IPMS/USA 4311
IPMS (UK) X55047
Albert Lea, MN, USA

Project motivation

A modelling friend of mine built a very colourful 1:48 scale F-86 Sabre and when I saw the model I asked him who had issued the sheet. When he told me it was Euro Decal’s “Very Colourful Sabres”, # ED-481001 issue, I took a look at it online and discovered it was also issued in 1:72 scale, #ED-721001. Seeing that the sheet contained markings for a Montana Air National Guard F-86A Target Tug aircraft, that scheme appealed to me and I immediately bought it. With its yellow fuselage and natural metal wings, along with blue trim and white piping, I wondered if the blue trim was a reference to the State of Montana being called “Big Sky Country.” As an aside, and researching things a bit, the nickname came about from a Montana State Highway Department promotion in 1962, perhaps in reference to the vast skyline that seems to overtake the landscape. The nickname originally came from a book written by Alfred Bertram Guthrie Jr. entitled, “Big Sky.”

Finding the kit

After reading of that history, a problem arose when I saw that Matchbox had issued a kit of the ‘A’ model Sabre, however the kit was out of production. Courtesy of the Internet, some years ago I became friends with a modeller from the UK and when I told him about my decal purchase, and the out-of-production kit, he said he had one that he would be willing to part with. Sometimes, the gods of modelling are good to me, and with the advent of the Internet, the modelling fraternity has become world-wide.

Another problem presented itself because I wanted to build the model with the leading edge slats in the extended position. After a little searching I came upon a kit collector who happened to have the 1:72 Academy F-86E kit for sale, #1681, and it had the extended (‘drooped’) leading edge wing slat option. The wheels in my mind started turning and I purchased the Academy kit, thinking I could somehow combine the two kits so I could have a model of an F-86A with extended slats.

The build commences

The Academy kit parts I used also had better detail on them. When I finally received both kits in the mail, I realized that I could use more of the Academy kits parts to improve the Matchbox F-86A with some careful modification.
Fig. 1 shows the start of the project when I began replacing the rather plain speed brake well faces and the machine gun panels on the Matchbox kit, grafting those parts from the Academy kit onto the Matchbox fuselage halves. It would be somewhat of a major conversion project but adding those parts would improve the Matchbox kit. The replacements are visible in the photo as I began by drilling holes and then removing the leftovers. I sealed the speed brake well face edges using thinned white glue and I used putty to smooth out the seams for the machine gun panel parts. What I thought was an error was that the Academy speed brake faces were not the same on both sides. One face had different raised detail from the other.
The messy-looking **Fig. 2** shows me well into the project after I determined that I could adapt the Academy cockpit and

seat, as well as the nose wheel well and strut to the Matchbox fuselage halves. I made a seat cushion from sheet plastic and added it and Eduard etched shoulder straps and seat belts to the Academy seat.

Fig. 3 shows the donor nose gear leg, machine gun panels and speed brake faces installed with the cockpit interior ready to be glued in place. I would later add the seat belts. The speed brake doors had their arms thinned and the lower arms shortened to later show the doors in the correct down-angle positions. As moulded, the doors would have stood straight out instead of at the correct downward angle.

In **Fig. 4**, I've begun what was the most difficult part of the build as I started to remove the Academy slat housings and slat brackets from the wings, and in **Fig. 5**, the components are ready to be grafted to the Matchbox wings. Separate slats were provided in the Academy kit, and It would take many coats of putty and a lot of sanding to make the transition but in the end, everything fit well.

The cockpit and instrument panel were painted and glued in place in **Fig. 6** and one can see the speed brake well faces secured to the openings. I used a decal for the instrument panel dials. Buckshot was used to weight the nose, **Fig. 7**, and the nose wheel well and strut were glued in place. The Academy nose wheel strut offered more detail than did the simplified Matchbox item. *(Note the issue date of the Matchbox kit – 1976)*. I thought I could use the Matchbox tail pipe, **Fig. 8**, but after starting to thin it with a drill, I decided to use some plastic tubing I had on hand as it was a perfect fit on the bulkhead.

Slat progress is seen in **Fig. 9** and although a couple of the strut arms broke off during construction, replacements were easily made from plastic strip. It took a lot of filling and sanding to refine the add-on parts to provide the incremental slanted depth for the closed slats; however, the end result seen in **Fig. 10** was worth the effort. My friend and fellow modeller in the UK also happened to have a correct V-shaped Pavla replacement canopy which had the correct side windshield panels and he sent that to me along with the Matchbox kit. That saved a lot of work had I needed to have corrected the Matchbox kit canopy and it is seen just sitting on the basic airframe in the photo.

The underside of the model along with wing tanks and pylons are seen in **Fig. 11**. Despite the lack of sufficient panel lines on the Matchbox airframe, I would later add additional pencilled-in panel lines as per F-86A drawings I had in my reference material. Having purchased Mr. Jay Sherlock's book, "Modeller's Guide to the Sabre & Fury", I had all I needed to show the necessary additions along with accurate views of the F-86A fuselage panel lines.

Painting

With the airframe complete along with the Academy landing gear glued in place, I began replicating the scheme by spraying Testors Yellow enamel on the fuselage and tail, **Fig. 12**. The Academy canopy and windshield was used to mask the cockpit. A base coat of Floquil's Old Silver was sprayed on the wings after which four different shades of Alclad were applied, **Fig. 13**. Alclad's Dull Aluminum took care of the wing spars, Duralumin was sprayed on the slat housing areas, Semi-Matte Aluminum coated the flaps and Alclad's High Speed Silver sprayed on the ailerons took care of the remainder of the metal finish. Floquil Weathered Black was used to paint the turtle decking and the cockpit coaming. **Fig. 14** shows the wing tanks having been sprayed with Floquil Old Silver with the addition of Alclad's Duralumin for their centre sections. I was about to begin adding the blue trim to the nose and wingtips and later on, the tip of the vertical tail was sprayed with Model Master's Dark Ghost Gray, along with a stripe of Floquil's Old Silver masked and sprayed below the blue vertical tail panel and white trim strip.

With the demise of Testors Model Master products, I found the True North brand of enamels (truenorthpaints.com) and after ordering a sampling of their paint, I use their Interior Green in both the speed brake and wheel wells. The paint went down well and what attracted me to their products was the ability to thin them for airbrushing with either paint thinner or with lacquer thinner.

The centre landing gear doors were usually closed on parked F-86A's so I glued them closed on the model and that also saved me some work. Had they remained open, I would have detailed the landing gear bays. One can see the red FOD (Foreign Object Debris) intake cover in the photos. Surprisingly, that cover was included in the parts count of the Academy kit. Some sanding was required to get it to fit into the Matchbox intake cavity.

I also begun adding the blue trim at this point. Euro decals provided most of the white trim for the blue accents on the nose, wingtips and tail however their trim colour of blue was on the purple side, hence my decision to use Testors enamel Blue # 1110 to spray the trim areas.

I used most of Euro Decals white trim strips but with all trim stripes not provided by the company, I had to use white decal strips from my decal stash to complete the scheme. All of the blue trim and white edging is visible in **Fig. 15**.

At this stage, I also applied pencilled panel lines which added to the Matchbox engraved panel lines. I first ran the pencil through the existing and minimal panel lines on the fuselage and then used strips of drafting tape and templates to enhance what was there. The Sherlock book provided excellent drawings to add the missing panel lines. To my surprise, the well-known Matchbox “trench” panel lines didn’t stand out from the others that I drew on the model. Perhaps, fooling the eye, a light touch with the pencil removed that trench-like look to the engraved panel lines.

Test-fitting the wing tank pylons, they would not fit flush with the wing so I enlarged the holes with a twist drill.

Most of the decals have been applied in **Fig. 16**. However I didn’t spot the glaring error I made until I was photographing the finished model. Notice the US national insignia on the left wing as the bar goes over and onto the slat housing. It should have fit entirely on the wing and without a portion of it on the slat housing. Evidently I was so engrossed in the decaling progress that I didn’t notice it. Compare **Fig. 17** with **Fig. 19** which show the difference. The speed brake doors were first dry-fitted into the wells and the fuselage decals were applied over them. When they dried, I used Solvaset to snuggle them down and when that dried, I used a new Xacto #11 blade to make the cuts around the doors and arms. The doors were gently removed and another coat of Solvaset was applied. Some paint touch-up was needed. Short strips of black decal were cut and applied to the slat housings to denote the slat actuator arms. A couple of black instructional stenciling decals were added to the housings. **Fig. 17 and 18** show the speed brakes in place along with their actuator pistons. The blue and white trim on the wing tanks further added to the colourful look of the model. The red turbine warning stripe, the wing walkway black outlines and the cautionary red markings on the flaps came from the Academy kit decal kit sheet. The slats from that kit were also glued in place at that point. I corrected my decaling error when I removed the misplaced upper left wing insignia using Scotch tape. Some delicate masking and touch-up spraying was needed to remove all traces of the earlier application and the end result of that change is visible in the finished photos. I wanted to point out the error of my ways and how I fixed the problem. A national insignia decal from a leftover kit sheet that replaced the ill-positioned one had a faded look to it when compared to the fuselage insignias, and the effects of sun-fading became evident, in model form, of course. My punch-and-die set was used to first add a black, and then, silver circular gun radar radome to the upper intake. The last addition was the Pavla windshield and canopy. I had to fair in the windshield using repeated applications of thinned white glue.

Conclusion

It was both a challenging and frustrating build as I modified the Matchbox kit with the additions I made. With the effort expended, the end result proved to be worthwhile. Now, a new, state-of-the-art 1:72 kit of an F-86A can be released because I led the way and perhaps caused that to happen! As this is being written, the out-of-production Matchbox kit is the only game in town, if you can find one.

About the author:

With the completion of his first model in the early 1950’s, Frank Cuden has continued in the hobby over the years. 1:48, 1:72 and 1:144 are his scales of choice and he enjoys adding extra detail to each kit. He also enjoys e-correspondence with modellers world-wide, and enjoys improving his writing skills with each article he writes. Since retirement in 1999, he’s enjoyed modelling at will, and becoming more fun as time goes by. Wife Marilyn, three children and six grandchildren complete the circle.

National Executive

National Director ..... **Bob Migliardi**
Treasurer..... **John MacDonald**
Membership ..... **John MacDonald**
Secretary..... **Mark Heyendal**
Chapter & Member Liaison **Kerry Traynor**
RT Editor .....**Steve Sauvé**
beaveRTales Editor ... **Bob Migliardi**
Webmaster..... **Daryl Dean**
Social Media Coordinator.. **Jim Bates**
Industry Liaison ..... **Jim Bates**
Marketing and Promotion.. **Igor Kabic**
Special Products ..... **(vacant)**
Staff Cartoonist ..... **Dave Fletcher**
Ministers without portfolio **Chris Aleong, Gary Barling, Kim Elliott**

Are You Interested in Contributing?

IPMS Canada publishes material in **RT** and ***beaveRTales*** on subjects of interest to our members. We depend upon donated submissions from the national membership, although articles from other sources will be considered if they benefit members' interests. Contributions and enquiries may be sent by email to the appropriate address indicated below.
For more information, write or visit: **ipmscanada.com/ipms/ipmsinvolved.html**

Are You Moving?

Send us your complete new mailing address and email address. Include your membership number. If your mailing label contains errors, please advise us.

Contacting IPMS Canada

Please direct your e-correspondence to the correct address, as follows:

Membership	box626@ipmscanada.com
Online renewals	box626ipmscanada@**gmail.com**
Address changes	box626@ipmscanada.com
Chapter issues	**CML**@ipmscanada.com
RT	**RT**@ipmscanada.com
beaveRTales	box626@ipmscanada.com
Webpage	box626@ipmscanada.com
Facebook	**www.facebook.com/CanadaIPMS**
Other topics	box626@ipmscanada.com

For those who prefer a more traditional method you can also reach us by postal mail at:

IPMS CANADA
BOX 626, STN B
OTTAWA ON K1P 5P7
CANADA
