



Yes, friends,
it's that time
again... time for
FREE DECALS!

In preparation
now is another
special decal
sheet which will
be sent to all
IPMS Canada
members (and
only IPMS Can-

ada members) absolutely free. We won't divulge the exact contents yet, but suffice to say that there will be modern aircraft, wartime aircraft, and a couple of armoured vehicles as well. The aircraft will be provided in both 1/48 and 1/72 scale. It's a nice mix, and we think you'll like the colourful subjects.

Just think about it... what does a typical commercial decal sheet cost? About \$16-18? A couple of these sheets and it's like your membership is thrown in for free! But again, only members will be getting these free decals. So if you have any modeling friends who are not yet IPMS Canada members be sure to let them know that they will miss out if they don't join before the decals go out with the **RT**, as we cannot backdate a membership.



If you read Kerry Traynor's column on page 5, you'll find some info on a program designed to provide IPMS Canada local chapters with awards to be used in a Best Canadian Subject contest.

These are not intended for large, open-to-the-public events, but rather for the chapter members themselves, to be held at their usual regular meetings.

Some local chapters hold a contest for the members at each meeting. Some do not. But whatever their usual procedures, we hope this will encourage them to have an annual in-house Best Canadian Subject contest.

IPMS Canada is providing some nice medallions for the winners. In addition, the winners will receive a free one-year membership in IPMS Canada. If he, or she, is already a member, their membership will be extended a year. And if they're not a national member, they'll get a new, free one-year membership.

A chapter will be provided these awards only if it wants to partake and hold a contest for its members (I don't know why a chapter *wouldn't* want to!) So read Kerry's column and let him know if your chapter is in. Talk it up at your chapter meeting; decide when you'll have your Best Canadian Subject contest; and let's build Canadian!



Wayne Holmes tells us...

"Very nice job on my Paul Goldsmith NASCAR article. One minor thing though... I live in Nelson BC, not Victoria. I noticed this in the last *beaveRTales*, and in the comments on the IPMS/USA as well. This isn't really a

big thing except that I am getting emails from IPMS members in Vancouver and Seattle asking why I moved to Victoria! I am also actively seeking modelers in the Nelson area and the one modeler that I had found also asked if I moved.

"One other minor thing. You have one photo in the article captioned as *"the rear shocks"* This is actually a photo of the front dual shock assembly."

Sorry on both counts, Wayne.



Bill Flook writes:

I hope that one of the members will be able to help a fellow modeller. I am trying to find out who now holds the archives – specifically the photographic archives – of the company that was the **Canadian Car and Foundry Ltd.**

CCF HELP

I understand that Fort William, Ontario use to be the headquarters of the company. I have been in contact with the Canadian Government but, I am afraid to say, they were not at all helpful.

I hope that someone can point me to whom I can contact, as I'm trying to get copies of some of their photos. So if anyone knows where the photographic archives of the Canadian Car and Foundry Company Ltd. now reside, I'd appreciate their letting me know.

Thanks in advance, for any help in this matter. You can contact me at: WANFlook@hotmail.com

Steve Sauvé writes:

I recently bought a used and very old **Holbein** airbrush, model Y-3D, which is in great condition, but is missing a couple of small parts. I'm looking for a **P6** Lever Push and **P12** Valve Stop (see photo below). Unfortunately the brush is long out of production and parts are not available. If you've got an old one lying around, either a Holbein or a Neo-Hohmi, I'd love to hear from you. Contact me at: RT@ipmscanada.com



Any colour laser printers out there?



Bob Migliardi writes:

I'm interested in possibly getting a colour laser printer now that the supply chain problems have eased a bit. The problem is, I haven't really seen any output other than that from the super high-end machines used by commercial operations. So, if any reader has one and would be willing to print a page for me, I can send you a PDF file that you could then print and then send back to me. If anyone is able to help you can contact me at: bobmig@iliad-design.com

It's been tough...



...on many chapters over the last few years as Covid prevented them from holding in-person meetings. A number of them went the route of Zoom meetings, and a few of these seemed to work quite well. But now, with the pandemic easing somewhat, most chapters are starting to gather again in person. Unfortunately, there is now a new problem impacting them... where to hold their meetings. After a two or three year hiatus some find that their old meeting spots are no longer available, forcing them to look for alternatives. Others find that, while their former places may still be available, it now costs an exorbitant amount to use the facility. In fact that seems to be a common complaint... many chapters can't find an affordable venue for their meetings. It used to be that a chapter could meet in a church basement or Legion Hall for a small fee, but apparently not any longer.

This is where you can help. We want to know where your chapter meets... or your stamp-collecting, or knitting, or book club meets. Do you get to use it for a reasonable amount? And even if you don't belong to a local chapter or any clubs, what do you think may be some good places to investigate as possible meeting sites. Email us with some suggestions. Let's all help each other.

Meanwhile in the UK

Charles Detheridge reports on the UK modelling scene

I was unable to attend **Scale Model World**...again... a matter of finances, i.e. travelling, plus hotel, plus purchases, (and a lack of other locals going) so I had to ask my worthy stand-in, Adrian Constable, to judge, and Hannant's Carl Dennis (man of occasional leisure and Hannant's helper) to take the IPMS Canada Derek Pennington memorial trophy to SMW. Amazingly, I believe things went without a hitch!

I know that the UK is a lot smaller than Canada, but a five hour drive one way can be a swine. Just getting out of East Anglia takes ages... no motorways for a l-o-n-g way, and low speed limits getting to them. A girl I once met in Alberta asked me how anyone got anywhere in a day!

Currently the UK is experiencing a "cold snap"... minus 10 degrees (but no snow), plus a load of strikes... postal, trains, nurses, ambulance (non-emergency) staff, long hospital waiting lists, lack of health service ,, "banana republic" stuff. What the government doesn't want to say is that brexit plus covid plus Putin left us broke and no-one wants to put up taxes. Labour don't want to get in, shit-scared they'd have the same problems! What idiots thought that buying energy from prospective enemies was a good idea?! 'Nuff said.

Apparently the new Airfix 1/24 Spitfire is selling remarkably...Hannants are receiving pallet-loads and selling them! The accessory market is following this closely. Not sure about the 1/48 Anson sales but I think it's doing OK. It's cheaper to model than spend evenings out or at the pub! What isn't being mentioned is that although the "vintage Airfix" kits are being released as originally moulded, the decals are



updated in style... for example, the Commonwealth Boomerang now not only has the correct colours, but full stencils and CAC company markings.

Hannants are also going to be UK agents/distributors for the NZ firm Kotare and their Spitfire. Only good things heard about this. Apparently it's a WW II version of a Wingnut Wings kit. Minicraft isn't being stocked due to their outrageous prices, but Academy is still OK so far.

Despite scurrilous rumours in UK, I am not giving up the hobby. *Models 4 Heroes* will be getting possibly the final shipment from me in 2023. I'm still amazed at what these guys build. The quality in photos looks championship class. I'm also amazed at what I'm finding in cupboards and boxes... ESCI CF-5 As & Bs...12+ of each! Hobbycraft CF-100's; Arrow Graphics and Sabre decals... the beat goes on...

2023 will, god willing, see the return of Detheridge to the modelling and building fraternity, albeit as a pensioner, and with work to be done on the house. The workroom needs double-glazed windows, paintwork (my sister has forbidden me to decorate, and asks why I can't paint with the same care as I do on my models!) and improved lighting.

The latest issue of **RT** was received yesterday. Some thoughts about free decals for the future: all RCAF of course, and in active/combat service rather than commemorative special markings or yellow trainers.

CF-116 aggressor numbers (Italeri CF-5/NF-5 now reissued here...at 4 times ESCI's original price!); Vickers/Northrop Delta; Bellanca/Fairchild; Boeing 247; Stranraer (possibly with dimensions etc for l.r. wing tanks); ex-RAAF CF-188 (any odd markings?); post-war camouflaged Dakotas; Bolingbroke in Canada; Beaufort in Canada; RCAF Mustang I & II. Any special markings for Norseman or Twin Otter? {haven't seen if this ever happened}

Best wishes for the new year
Charles – Barnby, Suffolk, UK

IPMS UK winner of the
Derek Pennington award
for Best Canadian Subject

SCALE
ModelWorld

“Huron Horatius”
diorama by
Rick Williams



Chapter & Member Liaison

Kerry Traynor



Best Canadian Subject

In my last column (Fall 2022) I mentioned that we were working on changing things up for the IPMS Canada 'Best Canadian Subject' award. Previously, this award was an annual unofficial (as in not an IPMS USA category, but rather something IPMS Canada did on its own with IPMS USA approval) event at the IPMS USA National Convention. However, with the cancellation of the 2020 convention and travel being difficult in 2021 due to COVID, IPMS Canada decided to look at ways to re-introduce the award, but have the competition here in Canada.

The goals of this change is to create a challenge that is focused on Canadian subject matter, and get Canadian modellers involved. As our discussions on the Best Canadian award progressed, we thought that this was an excellent opportunity to involve the chapters. As you may be aware, some chapters have annual or bi-annual model shows and IPMS Canada supports these shows through award sponsorship. However, not every chapter can, or wants to, organize a model show. So, we thought that this was an opportunity for IPMS Canada to offer support in a competition to all the chapters.

As the intent here is to have some fun and build models of Canadian subjects, we want to keep this as simple as possible. Chapters can elect to participate or not. As the contest is limited to within the chapter itself, how the contest is run is completely up to the chapter. For some continuity and to provide the chapters with guidelines, we are asking that the following rules be used. These, along with the IPMS Canada Recommended Contest Rules should aid in the judging of the model entries.

The IPMS Canada Recommended Contest Rules can be found here:

https://www.ipmscanada.com/wp-content/uploads/2019/04/IPMS_Canada_National_Contest_Rules.pdf

The IPMS Canada Best Canadian Subject rules:

GENERAL

- All chapters will be invited to participate in a Best Canadian subject competition. Participation by the chapter is OPTIONAL.

- The chapter will be responsible for how they organize, administer, and judge the competition.
- This will be an annual event giving modellers 12 months to complete their model(s).
- IPMS Canada will provide awards and/or prizes.
- Participating chapters will be required to submit a summary of the competition and digital photographs of the participating models along with the winning entry. This material will be published in BeaverTales.

MODELS

- The subject matter can be from any model subject genre.
- Models submitted for competition must be:
 - In a complete state, including all construction, finishes and markings.
 - Composed of at least 75% plastic material.
 - Include the following information: kit manufacturer (if any), scale, aftermarket used in producing the model.
 - Include documentation supporting its' Canadian relationship.
- The subject matter must be distinctly Canadian in terms of:
 - Manufacture – subject matter is a product of a Canadian manufacturer, **OR**
 - Organizational Use – subject matter's use is by a Canadian organization or company and this is clearly recognized as such, or Documentation must be provided, **OR**
 - Individual Use – subject matter's use is by a Canadian. Documentation to be provided, **OR**
 - Identification (markings) – the subject matter has clearly recognizable markings that identify it as Canadian.

As this is a new endeavour, we will be limiting the competition to within the chapters. If we see positive results, we can then think about expanding the competition to include all members of IPMS Canada.

As always, if there are any questions or concerns about the above, or any other chapter or member related matter, please do not hesitate to contact me at: CML@ipmscanada.com.

Regards,

Kerry

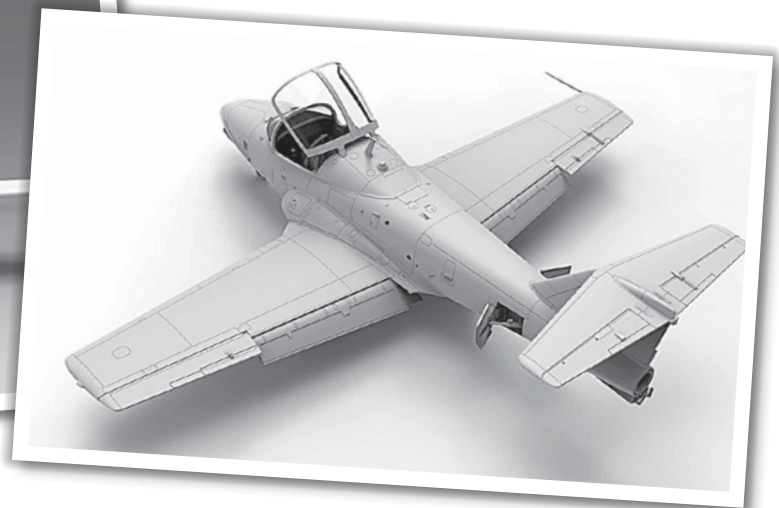
Canadian Badger from Gecko Models...

Charles Detheridge reports:
This has just arrived in an email. No idea whether or not this is a one off.



and in case you haven't heard...

Kinetic have announced an all-new 1/48 Canadair CT-114 Tutor for sometime later this year. Here are two of the 3-D CAD renderings they've released. It looks quite impressive from these! If anyone has photos of Tutors in unusual schemes or markings, please send them in.



Even More Truly Weird Aircraft that You Can Actually Model!



Another installment in our look at aircraft and kits that are a bit out of the ordinary. OK... they're way out there! But if you're looking for something different to build... Note that we're showing just one kit for each, but some are/were available in several scales from various manufacturers.



Let's start with half an aircraft on a float... or a float with half a fuselage. I suppose they needed at least some fuselage so they'd have a place to hang the engine! A resin kit is available in 1/72 scale from Anigrand.



A flying Jeep – the Hafner Rotabuggy. Would you enter this in an aircraft or vehicle category? If you can find one, MH Models apparently made a 1/35 scale resin version.



Surely the happiest aircraft around – even though it was a loser. Boeing's candidate for the Joint Strike Fighter, the X-32, is available from Revell in 1/72



The Dornier Do-29 had pusher propellers that could droop down, for increased STOL capability. A resin kit is available in 1/72 scale from Unicraft.



The Martin XB-51. In addition to the two engines hanging from the fuselage, there's another one in the tail. I wonder if you could land on snow with the wheels up! Beaver Corporation (no, it's not Canadian – it's Japanese) has a 1/72 version.



The XP-79 “Flying Ram” (!) It's a lot smaller than it looks, with the pilot lying prone in the nose. I seriously doubt he would want to “ram” anything in that configuration. RS Models has a 1/72 version.



The original flying pancake. Avis made a 1/72 kit of the Nemeth Parasol. Actually looks kind of cool!.. and you'd never get a sunburn!

AIRFIX

deHavilland Mosquito B.XVI

By Jim Bates



She's a Beauty

I have to admit it, the Mosquito is the most beautiful twin bomber/fighter-bomber ever flown. Heck, it might be the most beautiful piston to take to the air. (Sorry for cheating on you, Spitfire...) My introduction to the Mosquito as a child was the plane on display at the now Canada Aviation and Space Museum in their old World War Two hangars at Rockcliffe, Ontario. (A bomber built in Canada made of wood? Totally cool!) But it wasn't until the late 80s that I got to see Kermit Weeks Mosquito TT.35 in the air. However, more recently I've been obsessed with our local Mosquito Mk. III at Paul Allen's Flying Heritage Collection. It has been so much fun seeing this Mosquito come together and I certainly enjoyed it every time I got to see it in the air. When Airfix announced a new



tool 1/72 Mosquito, I was very excited. Right now, you might be asking..."Hey, Jim, Tamiya has a great Mossi, why are you so excited by this kit?" Well, there is a line in the sand. Almost all 1/72 Mosquitos have been early Mosquitos with single-stage Merlins, but the later aircraft with twin-stage Merlin Mosquito has only been done in 1/72 by Matchbox and resin conversions of variable quality. I had high hopes for a nice twin-stage Merlin so I could finally build the famous F for Freddie.

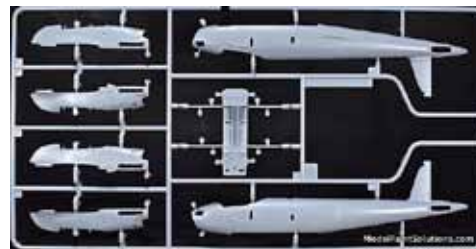
F for Freddie

American aviation fans love to tell the story of the Memphis Belle which ostensibly was the first US bomber to finish 25 missions. But it was a Mosquito that flew the most missions of any allied bomber.

Mosquito B.IX LR503 "F for Freddie" flew a whopping 213 Ops before being sent to Canada. Built in 1943, the Mosquito first served with the Pathfinders of 109 Squadron flying its first Operation on June 21, 1943. In 1944, it was transferred to 105 Squadron, and flew its 100th operation on June 3, 1944. On April 10, 1945, Freddie flew its 213th and last Op and then was flown to Canada for a Victory Bond Drive. Sadly, on May 10, 1945, pilot Maurice Briggs misjudged a low pass in Calgary and hit the steel anemometer tower and flag pole on top of the control tower killing himself and navigator John Baker. It was a tragedy that two highly decorated aviators were killed and such a historic aircraft was destroyed.

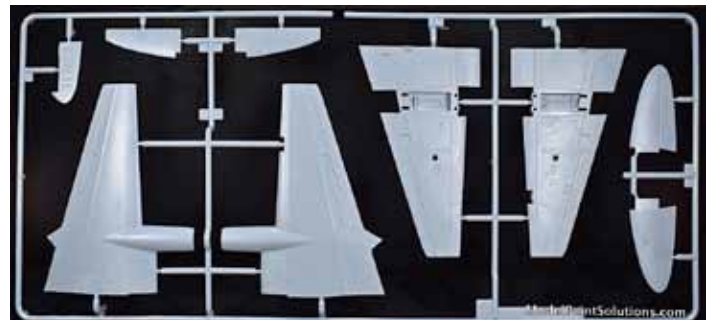
The Kit

If you are in the market for a twin-Merlin Mosquito, I can clearly state this kit is the best in the scale. To be fair, however, lapping a Matchbox kit from 1982 shouldn't be difficult. (One slight benefit of the Matchbox kit is it had options to be built as both a twin-stage night fighter and a bomber.)

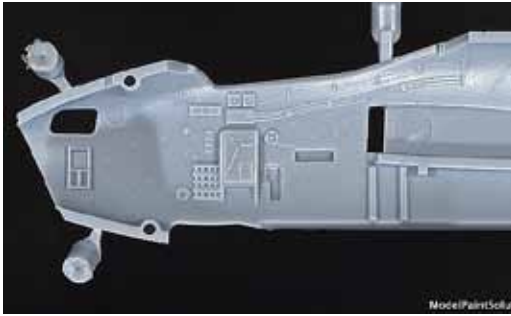


The Airfix Mosquito was released in 2020 in the UK but has only recently appeared in the US market.

When I heard it was on the shelf at Skyway Model Shop, I just had to have one even after making a New Year's Resolution not to buy a new kit until the Nationals in Omaha.



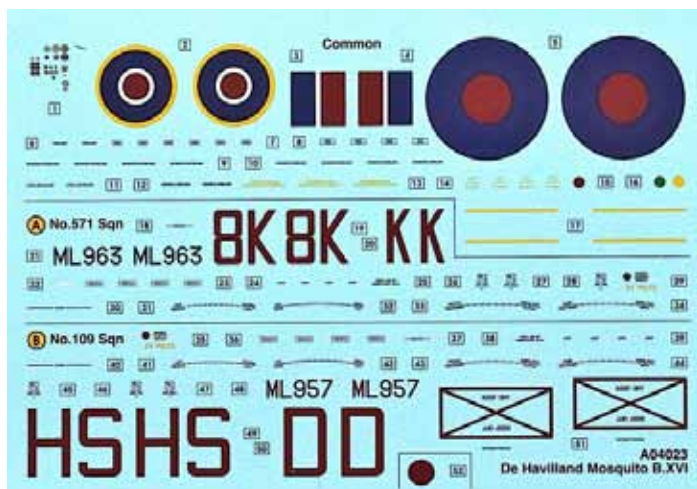
All the parts are crisply modelled, no flash is featured, and the only sink mark in my sample was right in the centre of the



pilot. (Poor guy.) However, I would suggest you re-view your kit before purchase, as a friend picked up a Mosquito in which most of the fuselage was missing due to a short shot. (Ok, ok, a mostly mis-molded fuselage doesn't really qualify as a short shot.) Airfix really needs to get their quality control fixed, it is almost like whatever comes out of the machine goes in the box whether the molding is perfect or totally useless. (I guess buying an Airfix kit is like going to Vegas...it is a gamble if you will go home a winner or loser.) One piece of good news is while Airfix is still using a soft plastic, the plastic here seems a tad bit harder and crisper than recent new tools. Maybe I'm not picky enough, but the panel lines seem fine to me. And with the Mosquito being mostly wood, there are substantially fewer panel lines than a metal airplane.

The cockpit is well equipped, with sidewall detail on the fuselage halves and a subassembly that includes the cockpit, bomb bay and spar. This is one of the few 1/72 Airfix with raised detail on the instrument panel. (Though as is usual with Airfix, a decal provides the dials.) No seat belts are included.

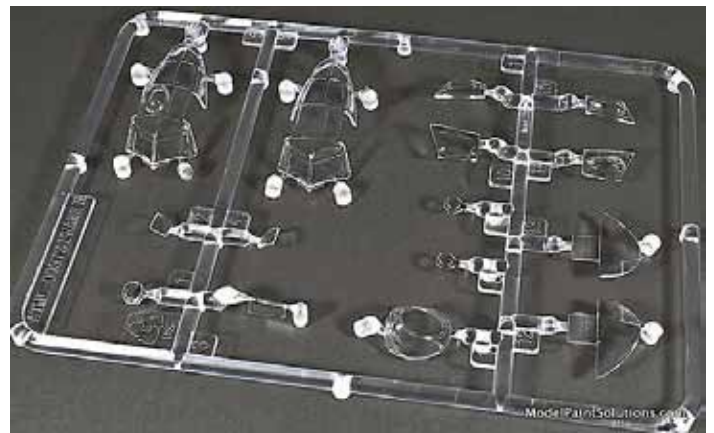
There are some really nice design features here including molded masks for the wheel wells, clear wingtips, and some of the interior parts have little arrows modelled on them to confirm proper placement.



Unlike the Tamiya kit, a full bomb bay is included along with extra fuel tanks and four nice 500 pound bombs. Detail here is good, but not spectacular.

The clear parts look quite nice and include two styles of late mosquito canopies, one with a navigation bubble and one without. Both bulged and curved side windows are included.

However, everything is not perfect. Airfix has scanned a TT.35 Mosquito and the bomb doors have the target tug gear molded on. Also, the rear fairing of the bomb bay is that of a TT.35 and not a B.XVI. Sanding will take care of the detail, but the fairing will have to be built up by the modeller with plastic card or epoxy putty. Additionally, the tail wheel looks nice, but should have a split down the middle for an anti-



shimmy tailwheel. Since I'm converting mine to a B.IX, I will have to source a set of non-bulged bomb bay doors. (I wish Airfix had included these.)

No matter your view of their quality, one has to admit that Airfix does a nice job of presentation and there is some nice artwork on the box top. Also, the instructions are clear and well laid out. Two decal options are included; one option is a 105 Squadron Mosquito in Dark Green and Ocean Grey over black and one from 571 Squadron in the day fighter scheme. The second option has some nice natty blue spinner, but neither aircraft has any nose-art. The decals are printed by Cartograph, and as usual look excellent.

I am pretty impressed by this kit. It certainly looks like the nicest Airfix kit I've seen in the box. How does it compare to Tamiya? Well, that is kind of apples and oranges, eh. Those that expect every kit to be uber-detailed will probably be disappointed, but for those of us "enthusiast" modellers a really nice model will result. I can't wait to crank up the 633 Squadron theme and get to work!



Canadair CL-215 Water Bomber

by Jeff Betcher, Regina SK

Introduction

My fascination with the CL-215 water-bomber started in the spring of 1980 when a large wildfire ravaged the Porcupine Provincial Forest in Manitoba. At the time I was in high school, and our house was less than a kilometre from the municipal airport that was used by the firefighting aircraft. I recall one afternoon having the opportunity to see one of these airplanes as it sat on the tarmac.

Background

The Canadair CL-215 was designed and built specifically for the purpose of fighting forest fires by dropping water or fire suppression foam from the air. It has proven effective and is used in many countries throughout the world.

The first flight of the CL-215 took place on October 23, 1967. The project arose from a need for a modern fire-fighting aircraft to replace the existing World War 2 aircraft being used at the time. The Forest Fire Protection Committee of Canada's National Research Council, with representation from each province, the federal government, and Canadian industry, began meeting in December of 1963 to make a list of requirements for such an aircraft. These requirements included:

- Twin engine amphibious aircraft
- The ability to scoop 800-1500 gallons of water from a mile long lake without stopping
- A take-off distance to 50 feet (15 metres) no more than 3000 feet (914 metres)
- Cruising speed 140-150 knots
- Stalling speed 60-70 knots
- Cockpit with excellent visibility
- Endurance of 4 hours
- Ability to be stressed to +3g
- Capability to adapt to other roles

Canadair, with its experience producing the PBY-5A Catalina (Canso), took up the challenge and, after many designs and revisions, the final design was approved in February 1966. The configuration was a conventional twin-engine amphibian with the engines

mounted on top of a one-piece cantilevered wing. The engine was the 2,100 horsepower R-2800-CA3 eighteen-cylinder Pratt and Whitney. Two removable tanks in the cabin mounted internally amidships have a 1200 gal. capacity. Each tank has a hinged door at the bottom which opens with gravity and is closed by hydraulics. Two probes are mounted behind a step in the bottom of the fuselage and are operated hydraulically to scoop water into the tanks as the aircraft skims the surface.

The CL-215 design has been successful in the role for which it was designed and has been used in many countries around the world as a firefighter as well as for search and rescue, transport, and chemical spraying. The most significant advance in the CL-215 design was the change to a turboprop engine, launched in November 1986 which included an offer to existing users to retrofit current aircraft.

The Kit

The kit that I used for this build is the Heller 1/72 Canadair CL 215. It was first released in 1980 and has been re-



boxed several times over the years but, as far as I can tell, there have been no changes other than the box art. I first built this kit about 20 years ago in the original boxing and finished it in the markings I saw at the Moose Jaw Air Show at the time. Since then, I've acquired two other kits and two sets of Leading Edge Models decals, sets #72.74 Province of Ontario/Airspray and #72.77 Province of Newfoundland. The kits are from the 1996 release, molded in brittle yellow styrene with flash on some of the parts. The Leading Edge decals are no longer on their website, but an internet search may yield some... or provide other scheme options you might like.

The Cockpit and Interior Assembly

As usual I started with the cockpit and interior of the aircraft. There isn't a lot that can be seen in the cockpit from the outside so, other than adding some seat belts made from masking tape, I built it as per the kit instructions. The kit includes a floor the full length of the fuselage and a bench seat in the cargo area. It is not seen so I left out that detail. For the ambitious builder though, there is plenty to see if the cargo doors are built open.



After prepping the interior pieces for assembly, I primed them with StynylRyz grey primer. The cockpit interior was sprayed with Tamiya XF-19 Sky Grey thinned with

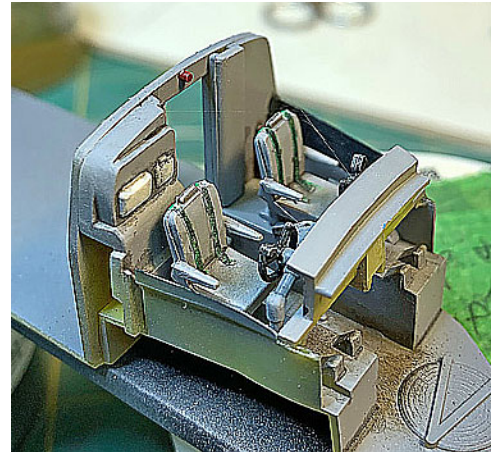
Tamiya lacquer thinner for the airbrush. The fire extinguisher and exit light were painted by brush with Vallejo Model Air 71.084 Fire Red. The instrument panel and yokes were painted



Tamiya XF-69 NATO Black. This was then given a coat of Vallejo Satin Varnish.

Tamiya Black Panel Line Accent Colour Wash was used for one cockpit interior, and for variety, black Vallejo Model Wash diluted with water and Vallejo Airbrush Flow Improver was used for the second. I like to try different things with each project, and this was a perfect opportunity to compare two techniques at the same time. A word about acrylic based washes is in order here; a lot of modellers do not like acrylic washes because they behave differently

than solvent based washes. The technique of using these washes is quite different and in the right hands are comparable. I do not make any claims to having mastered them but



given that they are widely available to the extent that they are, someone must be having success. With that in mind, I thought I would give them a try. Often the failure to achieve the desired results is due to the improper use of the product so I invested in Airbrushing and Weathering Techniques by Rob Ferreira (Scratchmod), published by Vallejo. One of the advantages of a book like this is that he outlines more than one way to achieve the desired effect, with insights of his own that he has found using Vallejo products. The technique I used involves applying a damp brush into the areas where the wash is desired followed immediately with the thinned wash as described above. After a short drying time, another damp brush is used to remove tide marks left by the drying wash.

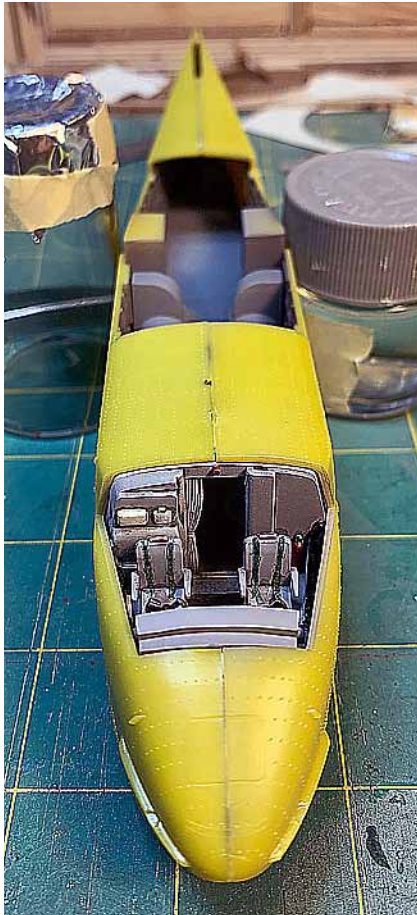
Following the wash, Vallejo Model Colour Ivory 70.918 was used to dry brush. Switches and toggles were highlighted with a Prismacolor silver pencil. Masking tape was used to make seat belts. My references showed that the seat belts were green, so a Prismacolor Grass Green pencil was used. A bit too bright to my liking, in retrospect. I toned down the seat belts in the second cockpit. As a final touch, Raw Umber Pan Pastel was used to dirty the floor and a silver Prismacolor pencil was used to add scuff marks all of which is completely hidden when the fuselage is assembled.

The Fuselage

The fuselage needed a lot of work filling and sanding seams, priming, and repeating the process until I was satisfied with the result. This is the part that bogged me down the most. The fuselage is 4 parts, two halves, a section on the bottom for the nose gear landing bay, and the upper surface of the cantilevered wing. Before putting the two sides together I cut out the openings on either side aft of the rear landing gear for the bubble observation windows. These were not included with earlier versions of

the kit as the aircraft represented by the marking did not have them. The other windows were glued in at this time as well. The fuselage halves were then glued together with the interior inside.

The model will need weight in the nose to keep it from tipping back on its tail. There is an empty space under the cockpit above the nose gear to house the weight. I used some copper shot for this. The front landing gear bay piece was then added to the fuselage. As seen in the photos there was a lot of filling to do. I then added the upper section to which the cantilevered wing is



attached. In retrospect, it might have worked better to assemble the wing before attaching it to the fuselage. The wings were then assembled and glued to the fuselage assembly. The horizontal stabilizers and rudder were attached at this stage as well.

The assembly was then prepared for the painting stage. The seams were filled with a variety of techniques, styrene strips for the larger gaps, putty (Squadron putty and Vallejo Plastic Putty), and Mr. Surfacer 500. It was a repeated series of fill, sand, and paint until I was satisfied with the result. One of the features of the aircraft is the number of rivets on the fuselage and Heller has tried to accurately reproduce them. Unfortunately, they are out of scale and with the filling and sanding I decided to sand them away. Arguably, at this scale they would not be visible anyway.

Painting

The two models were primed with Mr Surfacer 1500 white primer thinned with Mr. Colour Levelling thinner using an airbrush. I did try some Stynylryz white primer prior to this but found that Mr Surfacer provided more opaque coverage and filled small imperfections better.

The first aircraft was the yellow with "Airspray" markings included with the Province of Ontario set. I used multiple coats of Tamiya X-8 Lemon Yellow. Anyone who has tried painting yellow will know that it is one of the hardest colours as it is not opaque, hence the importance of a good coat of primer. I have since read of using pink as an undercoat to overcome this and will give it a try next time. I have several other Canadian subjects in my stash that are yellow.

The second aircraft was painted with the "Province of Newfoundland" markings. Rather than using white decals for the stripes I opted to paint them as I thought the decals might be translucent to the orange underneath. With that in mind I started with Tamiya X-2 Gloss White and then painted the bottom of the hull and wing pontoons Tamiya XF-19 Sky Grey. After masking the white stripes, Gunze Sangyo H14 Orange was sprayed over the remainder of the fuselage. Black was sprayed in front of the windscreen after masking for the antiglare.

The engine nacelles were painted Tamiya X-10 Gun Metal to represent Dark Natural Metal at the front and Tamiya XF-63 German Grey behind. The wheel wells and landing gear were painted Alclad II Dull Aluminum. The wheel wells should be grey, which is how I had first painted them, but I misinterpreted my references.

Decals

The decals were tricky as they were large and fragile. I used Microset and Microsol as setting solutions. I also used Mr. Mark Softer for the particularly stubborn decals. I applied them on the first aircraft as depicted on the marking sheet with the “Air Spray” option. There were some areas of black that needed touch up with Tamiya Black which matched perfectly.

The green on the aircraft with Newfoundland markings was decals. These were tricky, given their size. It is important to trim the clear perimeter of the decals off as closely to the colour as possible. I didn't do this, and I found that there was a clear flap hanging off the fuselage below the hull that needed to be trimmed. At that point the decal was brittle making it difficult to keep it clean. The decals for the engine cowling were also tricky so care and attention was in order. A satin clear coat was then applied to the models.

Engines and Exterior Details



The engines completely lack any significant detail. (Figure 10). I had thought of using aftermarket engines but when it comes down to it much of the detail is hidden in the dark recesses of the engine

cowling and I was more interested in the appearance of the aircraft from a distance rather than under close examination of details, so I built them out of the box. I painted the cylinders black and the carburetor Tamiya XF-24 Dark Grey.

The propellers for the Air Spray aircraft were painted aluminum with yellow tips and the Newfoundland aircraft propellers were painted aluminum on the front facing side, black on the back facing side, with red tips and aluminum hub.

The landing gear assembly was tricky. The front landing gear was straight forward but the bay doors do not have definite fixing points and I was left to try to rig something up. In the end I positioned them where they looked best and applied CA glue where there was contact. The rear landing gear pose a

challenge as well as they are spindly and require careful positioning of the three parts. I used a jig to first glue the two upper parts together as a subassembly and then positioned it with the third part while the model was positioned on its side. Once in place CA glue was carefully applied to the joints. The tires were painted Tamiya XF-85 Rubber Black.



For the spotlights on the underside of the wings I used Molotow Liquid Chrome and Bondic for the lens. Before the wings were glued together, I made a backing for the lights out of sheet styrene to which the liquid chrome was applied. The navigation lights were made in a similar fashion with a liquid chrome base, Bondic lens, and clear colour as necessary. Finally, all the other bits and bobs were attached and touch ups made as necessary.

Weathering

These aircraft are kept up and from a distance look clean but, like any aircraft, up close there is lots of evidence of the effects of the environment in which these machines operate. I wanted to replicate this. Tamiya Panel Line Accent Colour was used for the moving surfaces, ailerons, elevators, rudders, etc. Following this thinned Vallejo Model Washes were applied as filters to tone down the colours. Vallejo Weathering Effects and Engine Effects were applied for rain marks, oil stains, and engine grime. Pan Pastels were used on the wheels to give them a dusty look from landing understanding that much of this would be washed off when skimming the surface of a lake picking up water.

Final Steps

The final steps were the addition of the “bubble” observation windows and the addition of E-Z Line for the antennas.

Conclusion

The model builds up to a reasonable representation of this unique Canadian aircraft. The construction is tricky with the seams and subassemblies. While there is not a lot of detail, the ambitious modeller will find plenty of opportunity to enhance what detail there is. I have two more Canadian aircraft to add to my collection. Now on to the CL-415.





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