



...and then
he looked
in the box...



...only to find... the *last* issue of **RT**! Hold on a minute... everyone already has the last issue of **RT**. It was sent out several months ago. What's going on here?

Well, folks, there was a bit of a screw-up at the printer. For some reason they re-printed the last issue of **RT** rather than the new one they were sent. So when editor Steve Sauvé opened the boxes to do his usual count and quality check before they get mailed, something looked *very familiar*. Fortunately (for us anyway) it was all the printer's fault – possibly some new staff who simply ran the wrong file. Anyway, the kerfuffle all caused a bit of a delay in getting the latest **RT** to you. By the time you read this you will have received it. Anyone want a half dozen cartons of **RTs**?



In the last issue we presented this year's Derek Pennington Award winner from Scale Model World in the UK. Here's a note we received from the builder:

Hi, I'm **Patrice Roman**. I built the Pilatus seen on page 13 of the January edition of your revue. The plane was on a demo tour in 1981. (You can see some photos of the actual aircraft here: <http://www.pc-6.com/history/813.htm>)

I am very honoured to have received this award. Best regards from France — Patrice

COMING SOON
TO A MAILBOX NEAR YOU

Get ready for yet another free decal sheet from IPMS Canada! Even as we speak (read?) skilled decal printers are working day and night to run our latest freebie through their multi-million-dollar equipment... all so we can bring you yet another benefit of IPMS Canada membership.

So, what's on the new sheet? Well, the IPMS Official Secrets Act prevents us from disclosing the details, but suffice it to say there are some interesting aircraft including a colourful trainer, a couple of fighters, and an unusual post-war type, in both 1/48 and 1/72 scales. There are also some colourful AFV markings in 1/35 scale. To fill out the sheet we have included lots of miscellaneous aircraft and armour markings and doo-dads.

There is a catch. To get the free decal sheet you must be a current member. This means that if you are due to renew your membership, do it now. If you haven't renewed by the time our decals are sent out you simply will not get one for free. You'll have to buy one later (if there are any extras). And if you have modelling friends who you think might be interested but are not IPMS Canada members, let them know the situation so they can join now and not miss out. We think you'll like it!



Industry Liaison

Tim Utton

News



If you've stopped by to read my inaugural column, you're probably asking yourself one of two questions: "who the heck is Tim" and "what the heck is Industry Liaison"?

Well, the answer is to tell you a bit about myself. I'm in my mid-fifties, and have been building models for almost as long as I can remember. In fact, one of my earliest memories is helping my dad build a Junkers Ju 52 (I think...I remember it was a cargo plane).

I know it was German, because I remember getting up early one morning, trimming the Balkenkreuz markings off the decal sheet and then glueing them to the model with Testor's tube glue, decal paper and all! This would have been circa 1973, and by the late '70s I was hooked on the hobby: cars, aircraft, and especially sc-fi kits! Star Trek, Planet of the Apes, and after 1977, Star Wars. Trips to the local hobby store, the toy departments in The Bay and Woodward's, and even our local drug store were always adventures. I never knew what kind of cool model kits I'd discover, and part of the mystique was having no idea what kind of kits even existed.



I paused the hobby for a few years in 1989 when I joined the Canadian Armed Forces, but resumed in the mid-nineties and I've never looked back. The hobby kept me sane during my 30-year career in uniform, and when I was posted to Ottawa in 2006, I discovered IPMS and the thrill of entering model shows. After retiring in 2019, I found that building was the ideal hobby as I downshifted into civilian life. I continue to build primarily science fiction kits, but I also dabble in cars (especially "show cars" of the 60s and 70s) and aircraft (vintage Canadian subjects almost exclusively). I recently built my first

ship model (Trumpeter's 1/350 HMCS Huron, which sharp-eyed readers with a Facebook account might remember from the IPMS Canada Workbench page), a genre I'll likely be adding to my repertoire. I'm also the creator and host of a YouTube channel called "Scale Icons" where I indulge my dual interests of sci fi modelling and the history of the hobby.

So that's me in a nutshell...but what about the Industry Liaison (IL) portfolio? Well, remember how I said that as a kid I never knew what kits were available? To a certain degree I think we all still have moments like this. As your newly-minted IL representative, I want to change this for IPMS Canada members...and I have several goals in mind. I am in the process of establishing regular contact with the biggest kit producers in the business; I've identified 28 vendors that produce kits of every genre. First and foremost, I'll be using these as a springboard into a regular column in BeaverTales that brings you the latest industry news. But that's just the first stage.

As working relationships are formalized, I intend to leverage these relationships to help lobby for the production of Canadian subjects as well as to stump for the unique skills and knowledge our IPMS Canada members have...we can assist the producers with research regarding accurate Canadian subjects and markings. My ultimate "grail quest" is to secure test kits for review. It is these latter two goals that I'll need your help with if and when they bear fruit: if we receive a request for subject-matter expertise or are provided with test kits for review, I'll be seeking assistance from you, and eventually we'll be building a pool of IPMS members we can rely on to see these through. But that's a way down the road for now.

In the meantime, I'll continue working with kit producers. Alan Luciuk, your new CML, has been hounding me mercilessly to convince Tamiya that they really need to produce a new 1/32 Avro Arrow and 1/24 Bricklin SV-1. Those may be a bridge too far, but I am excited about the potential for IL to improve the value of your IPMS membership.



Chapter & Member Liaison

Alan Luciuk



Greetings

Spring is in the air; this means a slowdown in our time at our modelling bench for some of us. For others, it remains full steam ahead and many continued hours of enjoyment working on kits. Either way, enjoy the ebb and flow of your modelling time. I have noticed that my stash continues to grow regardless of how much time I spend at the workbench!

Bonding Over Plastic 2024 Chapter Contest Season Underway

Many of our Chapters have hosted or are preparing to host a modelling contest. I hope to attend two or three contests this year to meet IPMS Canada members. Organizing a contest is a significant undertaking that requires many thankless hours of work. On behalf of the National Executive, we thank all our hard-working contest organizers and volunteers.

In my humble opinion, contests are more than scale models on a table. They are a celebration of our shared passion and a platform for us to come together as a scale modelling community. Indeed, I enjoy the competitive aspect of the event, but I found that a contest provides much more. As I examine the kits on the tables, I always come away inspired and with a desire to improve my own skills.

In addition, a contest offers a powerful social element. As modellers, we primarily work in isolation on our latest creations. A contest allows us to get out and “bond over plastic” with our fellow modellers. I have been lucky to meet many fantastic individuals and have developed long-term friendships by organizing or attending contests. I encourage you to support an IPMS contest in your area. Bring a friend and a finished kit (or not), but attend to be inspired and meet fellow modellers.

While on the subject of contests, please remind your Contest Organizing Committee that we have the 60th Anniversary Contest Sponsorship Program in place. Getting contest sponsorships is always time-consuming. This program is our way of recognizing and appreciating the hard work and dedication

of members organizing these events and celebrating the Diamond Jubilee of IPMS Canada. Please do not hesitate to contact me for more information.

CML Progress Report Charter Review and Update

One of the tasks established for this year was to review and update administrative procedures and policies regarding the IPMS Canada Charter and Charter Renewal process. The work has reached the final draft stage and is under review by former CML Kerry Traynor. In addition, supporting handbooks have been developed to assist Chapters in negotiating the Charter and Renewal process. These documents will be available to the membership shortly.

IPMS Canada Chapter Toolbox” Under Development

Another goal of my work as CML was to focus on helping our Chapters grow their membership. Strong Chapters make for a more robust National Organization. To assist Chapters in this task, the National Executive has prioritized the development of a “toolbox” of resources. These resources or “tools” can be used by Chapters to increase and retain members.

One of the tools under development will focus on welcoming new members. First impressions are essential in welcoming an individual to our Chapter meetings. A positive experience at the first meeting can increase engagement and the desire to stay (retention) with the Chapter long-term.

Member Chris Wheeldon has volunteered to help develop the IPMS Canada Chapter Toolbox and brings his corporate experience to the process. What does your Chapter do to welcome new members? Is there something you would like to see included in the Toolbox? If you have ideas to contribute or wish to help with the project, please get in touch.

Deadline Reminders for Chapters and Members

We are well underway in celebrating our 60th Diamond Jubilee Anniversary of IPMS Canada. I want to take this opportunity to remind Chapter Executives and members of two key projects to help celebrate this important milestone. Please get in touch with me for more information or applications:

The Alan Black Award

This award has been named to honour Alan Black, who was instrumental in establishing IPMS Canada during its early years. Mr. Black held the distinction of being IPMS Canada Member #001 and was the

first National Director of our Branch. This National Level Award will be conferred upon direct nomination by Chapters. Only one (1) IPMS Canada Member per Chapter may be recognized for their outstanding contributions and service.

Deadline for Submission – 30 August 2024

Contest Sponsorship Program

The Chapter Contest Sponsorship Program offers a \$300.00 sponsorship and one (1) year free membership/renewal to IPMS Canada for the Best of Show Canadian Subject - Civilian or Military Award at your Chapter Contest.

Deadline for Submission – 31 December 2024

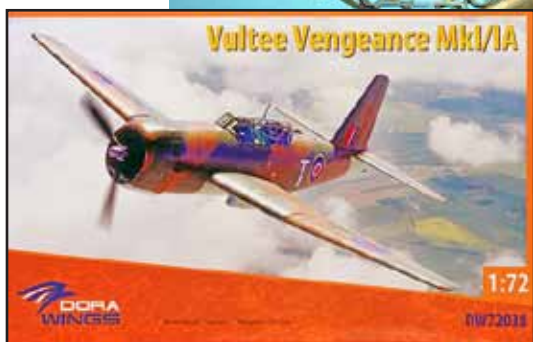
In closing, should you have any questions or concerns regarding IPMS Canada or the programs listed above, please do not hesitate to contact me at cml@ipmscanada.com

Happy Modelling
Alan

NEWS ITEM...

Charles Detheridge, our man in the UK writes:

“Thought you might find it interesting – but don’t hold your breath, The 1/72 Vultee Vengeance (Dora Wings) hasn’t fully arrived in the UK yet. Even Han-nants haven’t got theirs yet, and that was announced six months to a year ago. Mind you, Ukraine has got a few problems at the moment!!”



A terminological clarification from John Rauscher:

I’ve been building models since age 6, and now at age 60 I find I have developed a few pet peeves! I mean – who wouldn’t, right? I joined IPMS Canada because the interests are more in line with my own, as i prefer all things Commonwealth. I also belong to IPMS USA, but, let’s just say they are in a bit of turmoil right now.

Anyway, one of those peeves is the terminology used for the heat treatment of brass parts. In a recent **RT** article the writer explained that annealing brass was the process of heating it with a butane lighter and quenching it in water... the purpose being to soften the brass and make it easier to bend and be less brittle. Actually... that’s not annealing. It’s tempering. If you want to anneal metals you let it cool slowly.

Here is a handy explanation:

Tempering and annealing are both heat treatment processes that alter the physical and chemical properties of metals to prepare them for manufacturing. The difference between the two processes relate to the temperatures and cooling rates, with tempering happening at lower temperatures but with faster cooling times.

Both heat treatments are used for treating steel, although annealing creates a softer steel that is easier to work while tempering produces a less brittle version that is widely used in building and industrial applications.

In order to understand the differences between the processes it is important to first understand the benefits of heating steel as a method of treating metal....

While this definition refers to steel, it applies to all metals. Sorry for the rant.. but if you were an engineer you would get fired for mixing up the processes!

Celebrating IPMS Canada's Diamond Jubilee at HeritageCon 16!



The eagerly anticipated 16th installment of HeritageCon, IPMS Hamilton's annual scale model show and contest, was held at the Canadian Warplane Heritage Museum (CWMH) on Sunday March 24, 2024. More than 2,800 attendees made the trip to the CWMH to display their completed work, take in the museum exhibits, empty their wallets at the many vendor tables, and catch up with old and new friends alike. The competition aspect of HeritageCon 16 saw close to 700 scale models entered across 84 diverse subject categories ranging from the traditional

job of evaluating the entries being considered for the Diamond Jubilee Award. After initially considering the merits of more than 40 entries across various categories, Frank and Duncan developed a short list of three entries that were in high contention – two aircraft and one armour entry.

After evaluating the finer details of the top three contenders, Frank and Duncan decided not only to award a top prize, but also to recognize the others in the running with a silver and bronze medal.



Early morning crowds lining up to enter the museum.

Photo Credit: Bill Campbell

Aircraft, Armour, and Automotive to subjects increasingly growing in popularity such as Real Space, Gundam, and Mecha. HeritageCon's competition format follows a traditional IPMS show format with a Gold (1st), Silver (2nd), and Bronze (3rd) medal award given in each category. 'Best of' and several other patron and special awards are also presented. HeritageCon also had the honour to be the first show of the year to award the IPMS Canada Diamond Jubilee Award for the Best Canadian Subject.

IPMS Canada National Director Frank Donati and HeritageCon Lead Judge Duncan Young took on the important

Each of the winners was recognized and presented with their award by Frank during the ceremony held later in the afternoon. The CWHM and IPMS Hamilton would like to thank all who came to support HeritageCon as a show participant, attendee, vendor, or as a volunteer. HeritageCon was a resounding success as a fundraiser for the CWHM and the team is already in the early stages of planning next year's show. We look forward to seeing everyone in March 2025.



The show flow mid-morning.

Photo Credit: Paul Charles

The winners, as selected by Frank and Duncan, of the IPMS Canada Diamond Jubilee Award at HeritageCon 16 were:

IPMS Canada Diamond Jubilee Award:

Richard Clairoux:

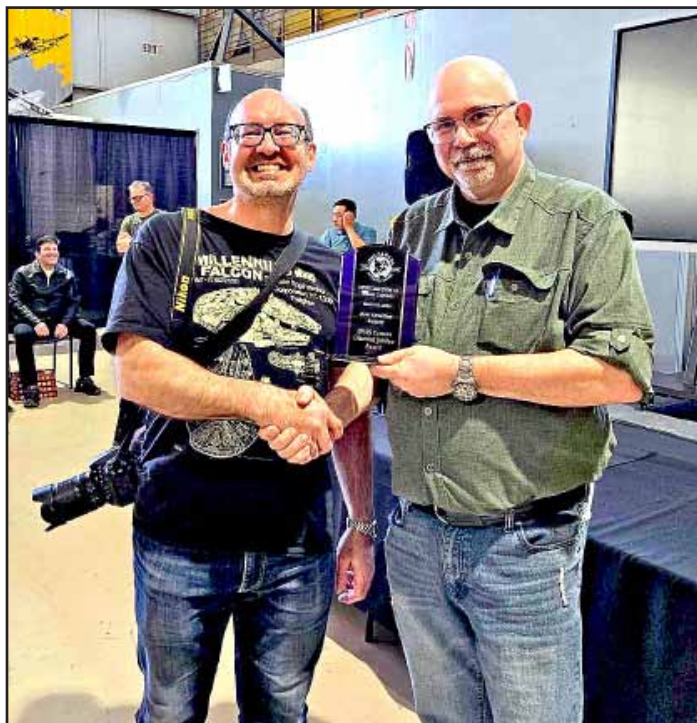
1/48 Hobbycraft Avro Arrow

Richard's Arrow is the Hobbycraft kit highly modified to make it closer to the famed Arrow. The *North Star* resin cockpit set was used, improving seats and adding sidewalls/plumbing details. *Master Casters* engine inlets and exhausts were fitted, adding scratch covers. *Master Casters* gear bays were detailed and the landing gear solidified using *K&S* brass tubing. The wing fairings and rear fuselage bulges shapes were corrected using *Evergreen* plasticard. All panel lines were re-scribed and corrected per the original Avro drawings. The kit was painted with *Tamiya* paints except for the *Model Master* day-go red that really glows! The base is Avro's Malton tarmac in the winter 1958-1959 including a typical snow bank.



Silver:

Jean-Francois Tremblay: 1/35 Asuka Sherman Mk. V (M4A4) 'Vancouver'



A beaming Richard Clairoux being presented with the IPMS Canada Diamond Jubilee Award by National Director Frank Donati.
Photo Credit: Tim Bangerter



Bronze :

Nikolaos Vlachos: 1/72 Italeri CC-130H RCAF Hercules

Isaac Brock Chapter

Best Canadian Subject Contest

Reported by Mark Wright

On Sunday, December 17, 2023, 10 members of IPMS Sir Isaac Brock gathered at their traditional meeting place, Faith Evangelical Lutheran Church in St. Catharines, for their annual Christmas Party. Along with the usual food, fun, games and banter of the occasion, the IPMS Canada sponsored "Best Canadian Subject" contest was also conducted. Four members submitted entries for the contest:

Clint Harrison submitted a 1/72 scale Golden Hawks CL-13 Sabre, as built by Canadair and flown by the RCAF demonstration team. He used the Hobbycraft kit and decals.

Al Pollack's contribution was a 1/48 scale Noorduyt Norseman operated by Ear Falls Airways in Northern Ontario. He used the Modelcraft kit along with decals by Leading Edge Models.

Dean Sourwine modelled a 1/25 scale GMC Astro 95 truck that had been operated by Atlas Steel out of Welland, Ontario. He used the AMT kit and fashioned the Atlas Steel logos for the truck doors from company letterhead.

Mark Wright constructed a 1/144 Avro Arrow Mk.1. using the Miniwings kit, with most decals coming from stock.

Judging was conducted by a ranked ballot, in which all members indicated their preference for 1st, 2nd & 3rd place. Results were then tabulated, with Dean earning first place with 22 points, Al coming in second with 17 points, and Mark edging out Clint by the narrowest of margins, 10 points to 9 for third. Congratulations to all entrants for a good showing.

The contest was a fun and rewarding exercise for all involved. The chapter looks forward to participating once again in the coming year, the 60th anniversary for IPMS Canada.



Dean Sourwine and his winning GMC Astro 95



Al Pollack and his 1/48 Norseman



Clint Harrison with his 1/72 Golden Hawks Sabre.



Mark Wright and his 1/144 Avro Arrow model.



THE ORIGINS OF AIRCRAFT INSIGNIA

The following is an excerpt from the introduction to an unpublished book on WW II aircraft insignia by former National Director, Bob Migliardi. Will it ever see the light of day?? Who knows. Let us know what you think.

The first known use of markings to identify the nationality of aircraft was reportedly in 1910 at an air meet held in Vienna. Each machine competing in a bombing competition carried its national colours in the form of wing tip stripes. Russia, France, Italy, Romania, Poland and Bohemia took part in this competition, Poland and Bohemia carried the red and white bands of Austria (being part of the Austro-Hungarian empire). Of course these markings were not true military national insignia, but were rather like team jerseys worn at an international sporting event.

By an order dated 26 July 1912, France became the first country to specify the precise shape, size and colour of military markings for its aircraft. The chosen design was the French national cockade - a round ribbon device dating back



A Phrygian-style cap from the French revolution bearing a tricolour cocade.



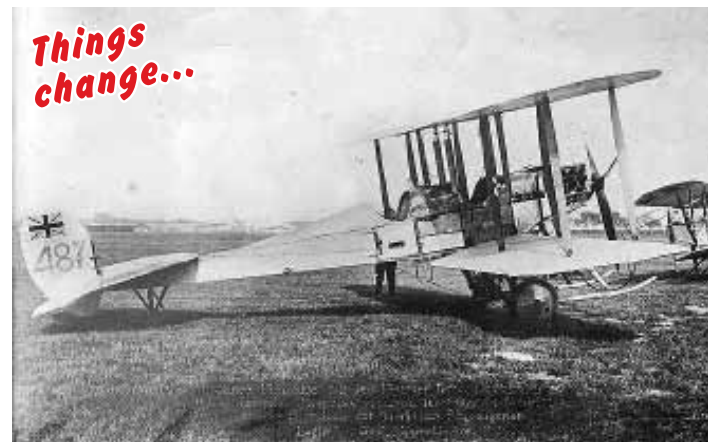
A revolutionary officer with a cocade on his hat.

to the eighteenth century, which was often pinned on the side of a hat or a lapel to indicate the wearer's allegiance to some political faction. It incorporated the blue white and red of the French flag. In addition, the aircraft rudders were marked with vertical stripes of the same colours.

When World War I began none of the military aircraft actually carried national markings. This proved problematic. Ground troops would fire at any aircraft as being potentially hostile. Thus, national markings were quickly designed and adopted for use by all the countries. The Imperial German Air Service used the famous black "Iron Cross". The British Royal Flying Corps had originally used the Union Flag on its aircraft, but this was now discontinued because it could too easily be confused with the German cross. Instead, British aircraft adopted roundels along the French lines, but with the colours in reverse.

Of course, as one might expect, aircraft national insignia have evolved and changed over the years. Tactical considerations have necessitated changing colours or shapes, providing markings of higher or lower visibility, and similar to or dissimilar from other national markings. Also, nations and governments rise and fall, often with a change of flag and hence national insignia. In our own time we have seen many changes in aircraft markings due to political changes - Russia and its former republics, the Eastern European countries, and the Balkan republics, to name a few.

Similarly, during World War Two many of the combatants were in a state of political flux. Kingdoms and governments rose and fell, and political allegiances swung back and forth... all reflected in their aircraft markings.



An example of the very early Royal Flying Corps markings using the Union Flag as the national insignis.

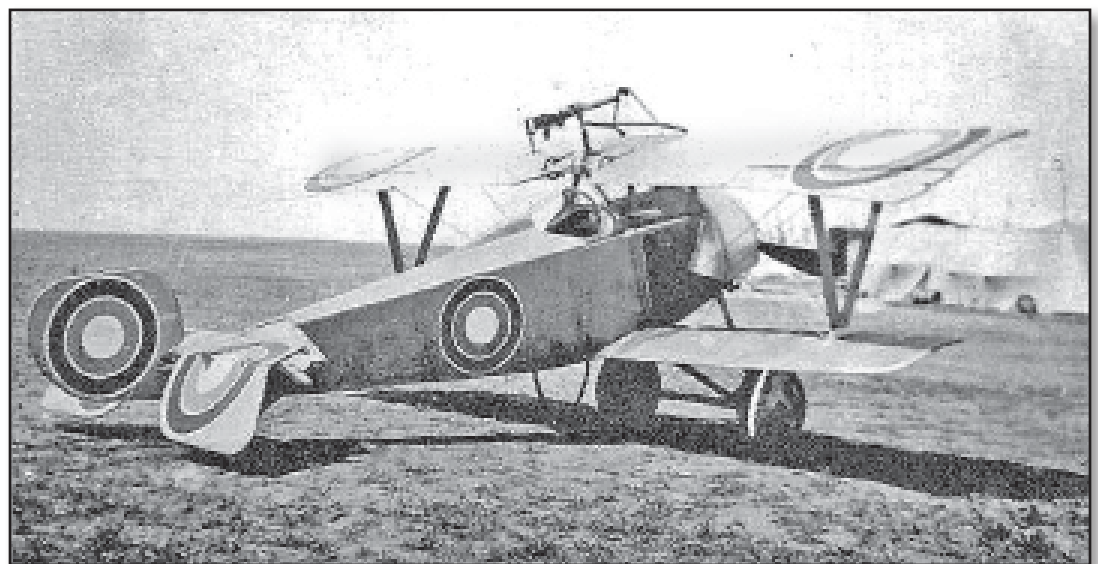
Things change...

On this page –
Three WWI aircraft
wearing markings
which were no
longer used by the
time WWII began.
This Spad XIII
carries the white
(centre) blue and
red roundel and fin
stripes used by the
United States at
that time.



An Ottoman Halberstadt
D.V with square black
and white insignia. Originally Ottoman markings
consisted of white crescent and star on a red
field. However, they were
changed to bring them
more in line with the
German cross markings.
After the war the Turks
would overthrow the Ot-
tomans and new Turkish
markings would appear
using a red square.

This Nieuport 11 of the
Russian Army Air Ser-
vice has roundels of
white blue and red, with
thin white dividing lines.
Russia would not outlive
the war, eventually to be
replaced by the Soviet
Union, with its familiar
red star insignia.





IS THIS REAL??



Found in the filing cabinet while looking through some old files, this McDonnell Douglas photo purports to show a CF-18... a demonstrator aircraft, I presume. Our question is: Did this aircraft actually carry these markings, or is it a well-done photo retouch job? (This is from the pre-Photoshop era) If it is carrying real Canadian markings, which version F-18 is it? Email us if you have any info.

And What's With These Markings??



The red and white areas of the roundels and fin flashes on these Harvards have been painted out with a dark colour – possibly black. It has been speculated that these aircraft had been struck off RCAF inventory and were awaiting sale, so the national insignia were painted out. If so, it's a very tidy way to do it.

Does anyone have any other ideas on what it might be? Again, email us your thoughts.

The Historic Sabres of Alberta

By Jim Bates

Three of the most historic F-86 airframes are on display in Alberta. The first is the one and only Sabre 3. The first F-86 built with an Orenda engine, it served with Canadair, the RCAF, and was a movie star (“The Last Chase” (1981)) But its most famous turn was as the aircraft in which Jacqueline Cochran set a world speed record in 1953 and became the first woman to break the sound barrier It is currently on display at the Reynolds-Alberta Museum in Wetaskawin.

The second aircraft is Canadair Sabre 1 Basically a F-86A assembled in Canada, it was the first of a long line (1,815) of Canadair built Sabres. 19101 first flew in 1950 A few days after its first flight it went supersonic as the first Canadian built aircraft to do so Used by Canadair and the RCAF for many test projects, it now is on display at the Alberta Aviation Museum in Edmonton.



The sole Canadair Sabre 3 at the Reynolds-Alberta Museum



The very first – Canadair Sabre 1 10101, on display in Edmonton.

The third aircraft is the most frustrating Pretending to be just another RCAF Sabre is the second production F-86 built as P-86 47-606 The aircraft was assigned to the US Flight Test Center at Edwards, was probably flown by some guy named Yeager (and Pete Everest), and may have participated in the X-1 and D-558 programs. It later flew with the California ANG and then ended up as a parts donor for Ben Hall's F-86A restoration It should have the slotted gun ports, rather than more usual type seen on almost every other Sabre. Too bad it hasn't been traded to the USAFM for a real RCAF Sabre. It is on display at the Hangar Flight Museum in Calgary.

It is interesting to note that all three of these aircraft have been retrofitted with Sabre 5 "hard" wings No wonder modelers get confused, apparently Museums do as well!

The Air Force Museum of Alberta in Calgary also has a Sabre 5, but this is just a typical RCAF line bird that served with CEPE, 416 Squadron, and 1 (F) OTU/STU. 23338 later was sold to the US and converted into a drone It was shot at nine times with nine misses and given the name "Black Cat." It was repatriated to Canada in 2015.



The second production F-86 posing as a Canadian Sabre in Calgary.

Sabre 5 on display at the Air Force Museum of Alberta in Calgary.



The Best of The West

IPMS Vancouver

Fall Show & Display



by Peter Hickey

This last October IPMS Vancouver held its 52nd Annual Fall Show Competition and Display at Bonsor Community Centre in Burnaby, BC. With the unusually sunny weather, modelers didn't have to worry about the rain that typically occurs this time of year – if you're from BC, you know what I mean! So models were safe from accidental water damage, which is usually part of the battle getting to the display table.

Entries came from all over the Pacific Northwest, with our southern sister club IPMS Seattle providing our usual typical American contingent of modelers anxious to take advantage of the more than generous exchange rate. IPMS Seattle has been a stalwart friend and has helped our club out on a number of occasions. Without their support it would be tough to put on our show.

With 2 vendor rooms packed with kits, tools, accessories, books etc. there was a constant stream of happy faces going back and forth all day; some great values to be had. I may have taken advantage of the Vendor rooms myself, deals were just too good to pass up.

Doors opened promptly at 9:00 am and the madness started. Registration was very busy all morning, directing Modelers to the correct categories and making sure the paperwork was filled out correctly.

As is usual, the aircraft categories were heavy again this year with some brilliant builds. Armour was a bit lighter than usual while the Diorama categories had some wonderful work. Science Fiction and Gundam are always popular and the organizers had to make more room on the tables to accommodate the large and ever expanding number of kits entered. The Figures category has taken off in the last couple of years with some terrific painters bringing out their entries.

However, the category to watch was Automotive as there were some incredible modelers displaying some amazing work. There will be a link at the end of the article to the show gallery, you can make your own judgement.

The star of the show was Dean Collins and his Model Factory Hiro Porsche 917K, impeccably built and displayed in the iconic Gulf Oil colour scheme. It was the overall winner, worthy of the Warwick Wright Memorial Award for Best of Show Senior.

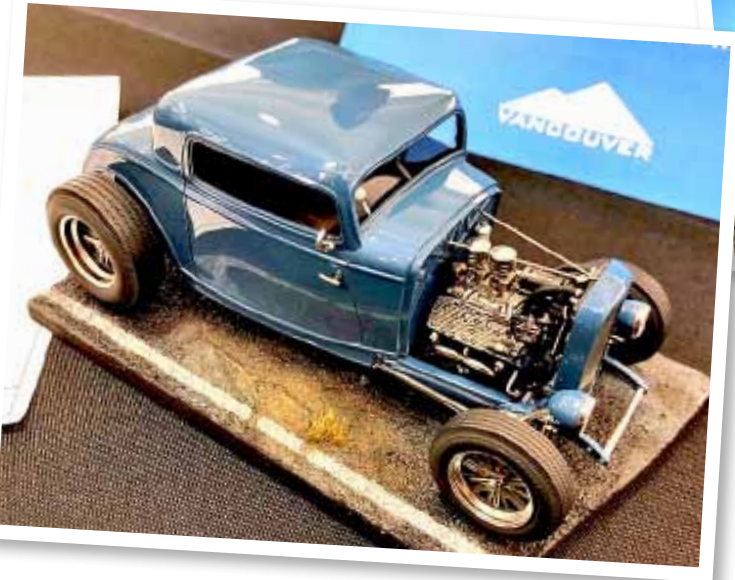
Many thanks to the participants, vendors, and of course IPMS Vancouver for another great show...but then again I can say that as I'm the Show Chair.

Best Regards from out West!



Porsche 917K by Dean Collins – Best of Show winner







Attention IPMS Canada Members

Are you attending the IPMS/USA Nationals in July?

If you are, please join us for
IPMS CANADA DAY in the **US-Eh!**



Wear a
RED



Meet and Greet

We invite all IPMS Canada members and friends to an informal meet-and-greet event. This will be a chance to meet members of the National Executive and socialize with fellow modellers from across Canada.

Thursday, July 18th

Location to be announced in July

TIME: 5 PM – 7 PM

Members are responsible for all purchases at this event.

The Ottawa Chapter Banquet

a first for our club

By Alin Charrière

IPMS Canada #6312 – IPMS Ottawa #86

IPMS Ottawa recently hosted its first club banquet at the National Defence Headquarters (NDHQ) Warrant Officers' & Sergeants' Mess in Ottawa on April 3rd. The banquet was attended by 47 members and spouses/significant others.

Where did we get this crazy idea?

The idea was put forward by club member Mat Dubois, who is a former member of IPMS Winnipeg. Mat told us the Winnipeg club used to (still does?) host an annual December holiday dinner for



its members in lieu of a meeting. Since our club venue recently moved to the NDHQ Warrant Officers & Sergeants' Mess, which offers full banquet facilities, a kitchen and bar, we thought this sounded like a perfect match as well as a great opportunity for a fun get-together. A great alternative to our regular monthly meeting.

How do you organize this thing?

Mat is a serving member of the military and sits on the Mess Committee. He was able to secure banquet facilities and staff for us if we got at least 40 confirmed attendees. Our club executive sent out a survey to the membership to gauge interest and get input on menu



choices. We were able to meet the threshold and we were off to the races!

What shenanigans did we get up to?

Despite a late near-blizzard in Ottawa, the event was well-attended. We were able to enjoy a cash bar and full service three-course dinner consisting of a soup appetizer, salad, roast beef entrée, (or vegetarian) with fresh vegetables and a slice of cake for dessert along with coffee or tea. A toast was raised to our banquet's servers, to hearty applause.

One of our longtime club members, Ken Allen, was first to break the ice by asking guests if they knew what scale their significant other built (ouch). Our club president, Glenn Cauley, followed up by a round table of asking mem-



great opportunity for all of us to get to know each other more.

Will we do it again?

I think it's early to tell, but it will probably remain an option for as long as the Mess continues to host our regular club meetings. Given this year's successful event it's something to talk about for next year!

bers to share which kit "broke them". Some hilarious anecdotes were shared, which will likely never be forgotten (or lived down). We did not broach the 'taboo' subject of how many kits we start but don't finish... uh, maybe let's not go there...

We concluded the evening with a group photo of all those who attended.

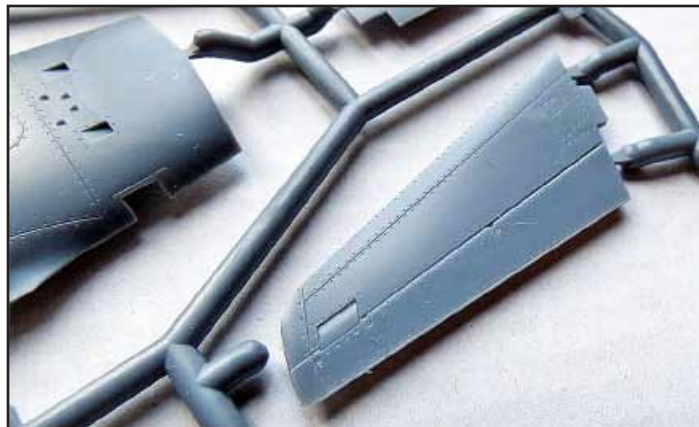
Final Thoughts

Was it a success? It was certainly a nice change of pace from our regular activities and was part of our efforts this year at IPMS Ottawa to diversify ourselves beyond the typical monthly. It was also a



NEWS FLASH

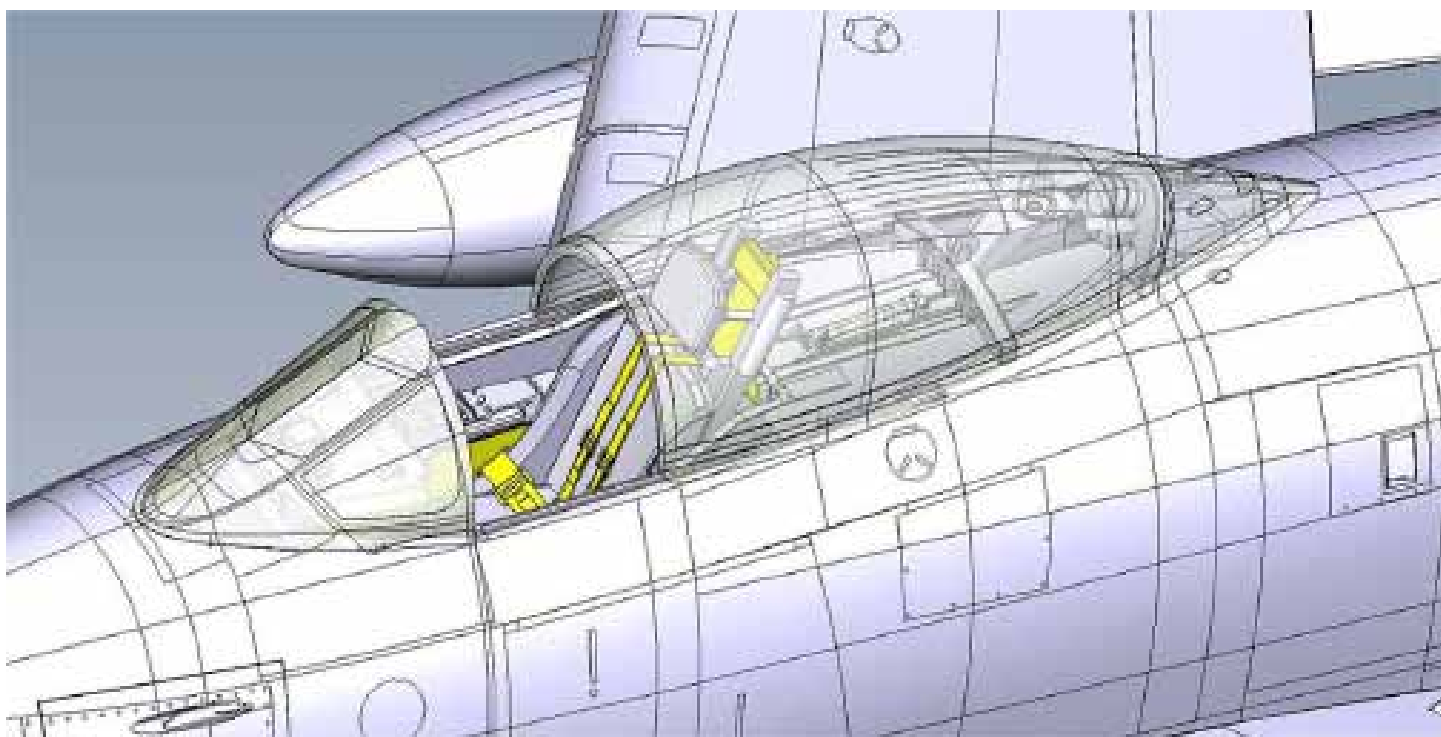
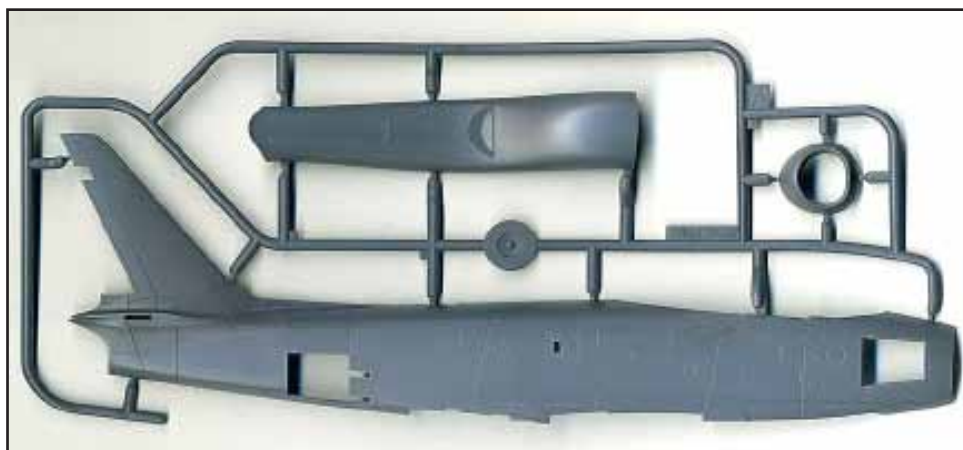
Duncan in the UK sends this piece of breaking news! And why are we so excited about an F-86A? It's because it will now make it possible to build a Canadair Sabre Mk. 2. Yes... this is the one with the funny windscreen and canopy.



the CAD work that's gone into this one. Suffice to say, multiple subtypes will be possible via the insertion of interchangeable parts etc

Good work *Clear Prop!* – you deserve to sell these in the millions!!!

It's the one that many people have wanted for a long, long time, but finally... it's almost here. The long-awaited F-86A in 1/48 will be officially announced at the Mosonshow on 20/21 April, but the manufacturer has given me the OK for a sneak-peek at what's to come. The manufacturer is *Clear Prop!*, and I've been working with the amazing team there for a few years, making sure we capture all the subtleties of this landmark Sabre. So here are a couple of images of the plastic, and an impression of



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