



PostStrike[®]



IPMS Ottawa Newsletter

January 2003

The Prez Sez

Paul Eastwood

Happy New Year to everyone. This year will be dominated by Capcon 2003 in September. The Capcon committee will be actively seeking volunteers and sponsors over the coming weeks. This show relies on club members to chip in wherever possible, and I urge everybody to assist. (*Dat means youse guys! Ed.*)



Tonight we are honoured to have Mr. Ken Hannah as a guest speaker. Mr. Hannah flew Typhoons during WWII, and will relate some of his experiences to us. Thanks to Jamie Leggo for arranging this visit.

The theme for tonight's meeting is the 'Kit Of The Year'. We will be choosing from models which have placed first in either an Ad Hoc category or in a Special Contest over the past year. There were many fine works displayed in 2002, and it will be a difficult task to narrow it down to just one model. As a secondary theme, club members are displaying any kit they have worked on over the Christmas Holiday, whether it is in completed or in progress. We are likely to preview many of the entries which will be shown over the next few months. Also, Ben Cliche is going to do a short talk on modelling realistic periscopes in 1/35th scale.

Happy New Year! Bring your cash!
MEMBERSHIP FEES DUE THIS MEETING!

Last Month's Models



Clockwise from top right, Paul Eastwood's Leopard 2A5, Jean Gratton's Sopwith Triplane, Randy Lutz's Me-108 and Jean Gratton's Porsche.

Mike Roy has assumed the duties of Contest Director. Updated Ad Hoc standings will be available as early as tonight. We will wait until the February meeting to discuss the possible content of the May and September meetings.

All in all, I am impressed with the variety and quality of the models we are seeing month after month. The selection tonight will stand as a testament to the skill and effort of this club. Let's keep it up. Happy Modelling!

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IPMS OTTAWA

a chapter of IPMS Canada

www.ipmsottawa.ca

President: Paul Eastwood
Treasurer: Janyce Thompson
Public Relations: Wayne Giles
Contest Director: Mike Belcher
Post Strike Editor: Dana J Nield
Web Master: Bruce Grinstead

Meetings

First Wednesday of each month, 7:30 to 9:30 pm at the Canada Science and Technology Museum, 1867 St. Laurent Blvd., Ottawa.

Visitors and guests are always welcome!

Membership

Dues are \$15.00 per year, which permits members to take part in club contests, events, and the Annual Member's Auction.

Journal

Post Strike is the official journal of IPMS Ottawa. The views and opinions expressed in this journal are those of its contributors and authors and are not necessarily those of IPMS Ottawa. Articles may be re-distributed provided credit and notice is given to the original author and IPMS Ottawa. Contributions from members are expected (HA!) and those from non-members are most welcome however don't expect anything more from the Editor than a IPMS Tim Horton's Double-Double, if that. That said, the said Editor reserves the right to print, not print, edit, (Hence my title), rework, reword and generally make contributors a member of the "What they printed wasn't what I wrote" club. Please contact the editor for submission guidelines, or collect your material, wrapping it with the newspaper from last night's fish n' Chip dinner along with 3 proofs of purchase to:

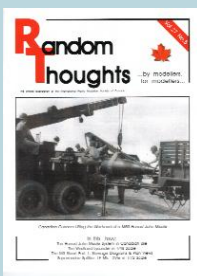
editor@ipmsottawa.ca

IPMS CANADA

www.ipmscanada.com

IPMS Ottawa members are encouraged to join IPMS Canada, our national association and parent body.

Membership is \$24.00 per year and include 6 issues of their superb publication, RT. The most recent issue includes:

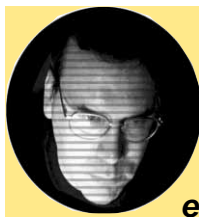


The Honest John Missile in Cdn Army Use.
Building a Lysander Mk.III in 1/48.
M3 Stuart Stowage Diagrams, Pt.2.
442 Sqn RCAF Spitfire XVIe in 1/72.

Inquiries or submissions can be made via:

IPMS Canada
PO Box 626, Station B
Ottawa, Ontario
K1P 5P7

or mig@ipmscanada.com



Quick Edits

Rants and Raves from your editor...

Dana Nield

As always, I start my monthly column just as everything else in the newsletter has been finished, and like always, I almost sent the issue to our webmaster, Bruce Grinstead, without this column. Ah well, such is life.

- **Decal Bank:** I've dug out a pile of sheets for the decal bank and I encourage all members to do the same. Somehow, I've collected a plethora of sheets for things with wings which I do not model. If you can use them, go for it. If you can't, oh well.
- **Crossword Puzzle:** On page four you will find our first Crossword puzzle, made with software from Eclipsecrossword.com. If this proves successful I'll try and create another or if you'd like to try your hand at creating a puzzle, please contact me. An interactive copy will also be available at some point on our website.
- **Shocking, Spine Tingling Slices of Life:** This was the name of a regular feature in Toronto's Eye Magazine. I've collected photos from emails that people have sent me or that I've collected off the net and used them as end of column filler. If you have anything to add, please send it in.
- **Surveys:** Last month a survey was issued to members. If you have not handed your completed copy in, please do so this meeting. If you do not, you will be forced to pay for drinks after the meeting.

Cheers!

Dana

Coming Events

Wednesday, January 8th, 2003

IPMS Ottawa Meeting

Best of 2002

Fiscal Report

Sunday, January 19th, 2003

Passion Modelisme, Hotel Le Radisson,

999 De Serigny, Longueuil, Quebec

<http://www.hobby-passion.com/oes-en.html>

Wednesday, February 5th, 2003

IPMS Ottawa Meeting—TBA

Wednesday, March 5th, 2003

IPMS Ottawa Meeting—1960's (*I was born then, that shurely counts for shumtin! Ed.*)

Sunday, March 9th, 2003

IPMS Ottawa Auction

Wednesday, April 2nd, 2003

IPMS Ottawa Meeting—TBA

Sunday, April 6th, 2003

BuffCon 20 - Cheektowaga (Buffalo), NY

hosted by IPMS/Niagara Frontier

Contact Bob Collignon

(cjltd@adelphia.net)

716-837-2204

Saturday April 12th, 2003

CANAMCON IV, Plattsburgh, NY. Hosted

by IPMS/Champlain Valley.

Contact Frank Baehre

(frankandsandyb@westelcom.com)

518-561-4265

Sunday, April 27th, 2003

IPMS Kingston Show, Days Inn, Kingston

(Just off the 401 and Division St.)

Contest Theme is "Build the box art"

Contact Peter MacDonald 613-548-8427 or

Joe daSilva - joetabasco@cogeco.ca

Friday, May 2-3, 2003

NOREASTCON 2003, Region 1 Convention.

Hosted by IPMS/Niagara Frontier

<http://noreastcon2003.com/>

Contact Bob Collignon

(cjltd@adelphia.net)

716-837-2204

Wednesday, May 7th, 2003

IPMS Ottawa Meeting—TBA

Wednesday, June 4th, 2003

IPMS Ottawa Meeting—TBA

July 2-5, 2003

IPMS USA National Convention

Oklahoma City, OK.

http://ipmsmetrookc.org/Nats_2003/index.html

September, 2003

CAPCON!

Review on the Sprue

Orange House Models 1/20th scale March-Ford 761.

By Mike Quan,
IPMS North Central Texas.

“The Monza Gorilla!” A very memorable appellation given to one of the more colorful characters to start from the Formula One grids of the mid-seventies. Exciting to watch, fearless behind the wheel, and colorful outside of a Formula One car, Vittorio Brambilla was a fiery Italian driver who unfortunately, never won a Grand Prix in his career. The instantly recognizable, bright orange livery of his Beta Tools sponsored machine is but one subject of the newly released offering from Orange House Models of Brazil.

This is actually a relatively complex kit considering the simple nature of the original prototype.

The March-Ford 761 was one of the machines of the memorable Ford DFV “kit” car era of Formula One – so named because with the power, competitiveness and availability of the 3-liter displacement Ford DFV V-8, many grid entries were fielded by chassis manufacturers powered by the DFV. The innovative March team was no exception, and their distinctive nose styling was a feature of March formula cars of that era from Formula Atlantic to Formula One.



This multi-media kit is a new entry from this Brazilian manufacturer, although the boxing, casting and instruction sheet style is familiar to those who have purchased AMD and Wolf Models resin Formula One kits. This is actually a relatively complex kit considering the simple nature of the original prototype. There are three resin pieces, 104 white metal castings including the distinctive March six-spoke wheels, two lengths of copper/brass tubing,



eight machined aluminum intake trumpets, 18 photo-etched brass components, four rubber tires, a 1” x 3” plastic styrene sheet, a 1” x 3” clear acrylic sheet for the windshield, and three sheets of decals with the markings for five different racers of that era.

machine at the 1976 Long Beach or South African GPs. Assembly is fairly straightforward if you follow the nice instructions, which include step-by-step painting instructions. The only items needed to complete assembly are cords for the ignition wiring, and seatbelt webbing material. Full sized templates are provided for the items that must be scratchbuilt, which is very helpful.



To top all this off there is a CD ROM included with this kit that has full color illustrations of all model marking variations (both kit and prototype) and further instructions. The CD-ROM information is helpful and an added plus when building this model. No troubles were encountered when playing this CD in a number of different machines. Significant as a representation of one of the more colorful periods of Formula One racers, the initial release from Orange House Models is welcome and a solid value when one considers the addition of five marking choices and CD-ROM to the kit content for the \$135 retail price from Hapico Models in California. I can recommend this to all Formula One fans.

Choosing the particular car to be modeled might be the most difficult choice for most modelers. The comprehensive instructions provide for all the detail differences for modeling the machines of either Hans Stuck, Lella Lombardi or Vittorio Brambilla’s machine at the 1976 Brazilian GP, or Ronnie Peterson’s

The Stupendous IPMS Ottawa January 2002 Crossword Puzzle

By the Editor

Here is the first crossword puzzle I've ever created, unless, that is, you count the one I made in Mrs. Seawright's 4th grade class in which I had to remove the word "Boobie."

That said, this might become a regular thing if the membership permits. An answer grid will be printed next month.

Across

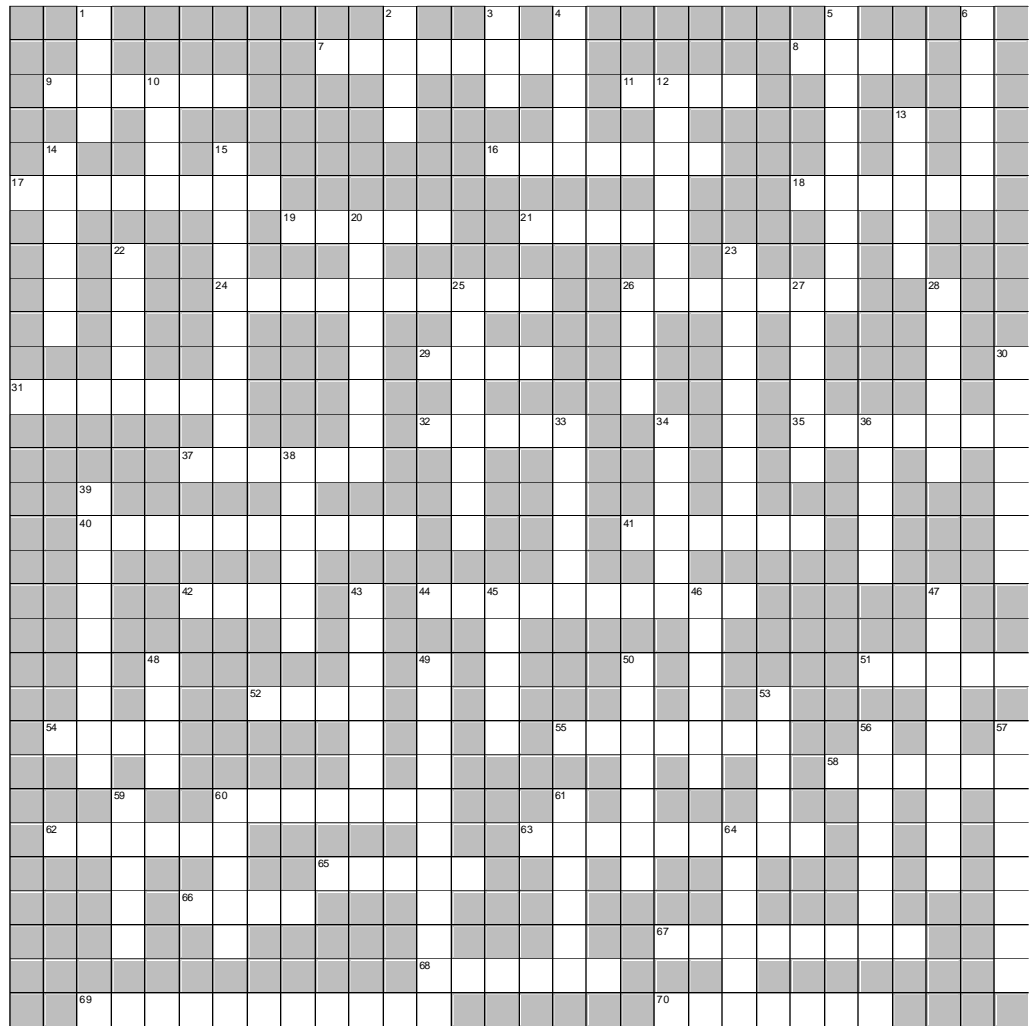
7. Jargon for Japanese modeling quality
8. Canadian D-Day Beach
9. Powered early model Spitfires
11. Canadian WWI Battle
16. M4 Tank
17. Site of Canadian Grand Prix
18. Canadian inventor of WWII US M1 Rifle
19. Type of Knife
21. What the parts come on
24. Ground-effect machine
26. What the wife will ask for if she saw the price of your last model.
29. A large body of people organized and trained for land warfare
31. Usually occurs at a Model Show
32. Canadian X-File or Avro's last fighter
35. Chevy Police car
37. Area from which the ship is controlled
40. Aussie website
41. Toronto Maple Leaf and a post meeting hang out.
42. Canadian designer of the Iraqi super gun
44. First Canadian aircraft.
51. Type of Putty
52. A world wide club
54. Affixes parts together
55. Paint or plastic
58. Second US Manned Spaceflight Program
60. Flying Saucer
62. Piloted X-1
63. Bomber made in Malton
65. Markings on a model

Across

66. B-52 nickname
67. Tank Ace
68. WWII Bomb-sight
69. Last Canadian Aircraft Carrier
70. Sherman with 17 pdr

Down

1. Favourite convention drink
2. Tank Guys
3. Not a Lee, Grant or Sherman
4. WWII American Frankenstein's Monster of an Aircraft
5. German Air Force
6. IPMS Canada RT Editor or kid on Different Strokes
10. CFB in Germany
12. Italian Model Company
13. Canadian Satirical magazine. Most Honest Canadian News Source.
14. Prime Minister or CFB
15. Prior to Lancaster
20. Fast car or slow boat
22. To spy on or explore carefully in order to obtain information; reconnoiter
23. Canadian importer of Tamiya
25. Painting tool
26. Amphibious Cargo Truck
27. Us, or a CF-100
28. Sewell
30. "I have a bad _____ about this"
33. Chewbacca
34. American writer of Polish-French Canadian ancestry
36. Short for German Tank
38. Markings



Created with EclipseCrossword — <http://www.eclipsecrossword.com>

39. Fight on the Beaches
43. The P in IPMS
45. IPMS Canada National Director
46. Venice, California model company
47. Canadian Aerobatic team
48. General-purpose, WWII vehicle.
49. English Aircraft Manufacturer
50. To build without a kit
53. The S in IPMS
56. British Airborne smock
57. A vehicle that can fly
59. Leaf on flag
60. ASW aircraft
61. A soldier serving on a ship or at a naval installation
64. American Hobby Accessory manufacturer

Open the box Review

Dragon Models Limited Micro X Tech 1/72 Tiger Tank Approx. \$100 CDN By Seth Wilson



Yet again Dragon has taken another interesting turn in the world of hobbyists and collectors. As model makers we have watched them create the 1/6th scale figures based on Ron Volstad's illustrations for the 1/35th scale models. We have had mixed reviews about their slowing production of armor. We have also celebrated the new revamped 1/35th scale armour kits released in the past few months, which have filled in some gaps for German armor fans. Now however we have been inundated and insulted with their latest product, the radio-controlled tank! Oh, the humanity and the horror—or is it?

Under the label of Micro X Tech, Dragon has released a Tiger tank in 1/72nd scale, which in my mind is pure genius. Tamiya releases the ultra detailed 1/15th scale Tiger with real sounds of machine guns and roaring engines,

Under the label of Micro X Tech, Dragon has released a Tiger tank in 1/72nd scale, which in my mind is pure genius.

and flashing lights and a price tag of over \$2,000! Dragon goes the complete opposite and creates a tank with a price tag under \$100, something a little more within my price range, and a lot easier to hide from significant others.

significant others.

The tank itself comes in two different schemes and frequencies (27MHz and 49MHz for all you R/C freaks out there). I selected the Sd. Kfz.181 Ausf.H1 with markings for the s.Pz. Abt. 504, which operated in July 1943 in Sicily--I liked the yellow one better than the gray one. The box says it is true to scale with authentic detailing and it seems about right to me. Some have said that it is a little off in terms of scale but that can be chalked up to space for circuits and radio controlled stuff, it is quite an advancement in technology considering how much space was required by the Tamiya motorized tanks in 1/35th scale which were way off! The vehicle is made completely out of styrene; a nice feature, which allows for easy repair with model cement if/when the tank takes a header off a table. The paint finish on the model (yes I would categorize it more as a



model than a toy) is quite good; there is evidence of dry brushing and washes to bring out some of the superb detail of the armored plates and grilles. The tank is lightly weathered without going too overboard as I doubt a pastel finish would last very long as the vehicle chases the cat down the hall. The tracks are vinyl, which is no big surprise, but fairly well detailed. The antenna is located in the right position but not to scale, again not a big surprise since it is a functioning antenna.

Other added "neato" ideas for the vehicle are that the turret and hull are removable. The



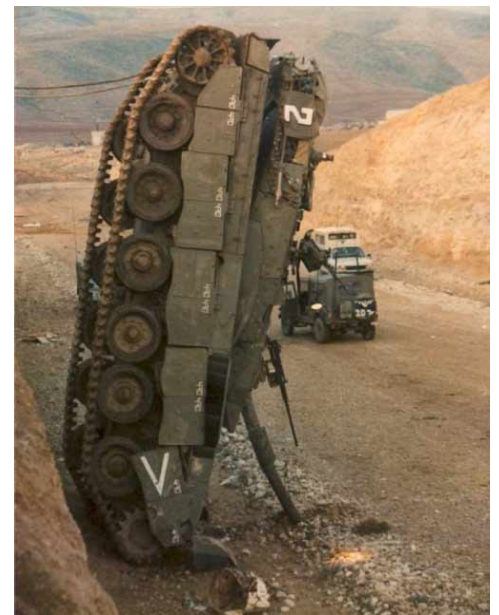
turret is not permanently attached and swivels off so that you can interchange it with another. The hull can be removed by popping a plug between the two hatches at the front and unscrewing it from the chassis, which means if you are Gung-Ho you can create a Tiger II, Sturmtyger, Bergtyger or a Jadtiger by utilizing parts from any other 72nd scale kit. The possibilities are further expanded with two releases from Eduard photo-etch including a Zimmerit set and detail set; and Archer Dry Transfers, which carries an excellent line in 72nd scale.

The draw back to the kit is that it is complete. When I first heard that Dragon was releasing the line of R/C tank—and I found out it was in a price range I could afford--I was looking forward to some construction and painting. But alas, it was done for me, and in hindsight that

was a good thing, since I probably would still be trying to build it and cursing all the small pieces required for the remote controls. This way I can play with it immediately and if I want to change it I can...

For what you get the \$90 is not a completely unreasonable price tag considering the \$2000 alternative. The kit is nicely detailed and ready to run right out of the box. For those of us who would be interested in modifying it slightly or completely, Dragon has accommodated that within its design. Furthermore, to sweeten the deal Hobby Centre was offering free batteries with a purchase of a remote control vehicle. All in all the cat hates it, but he has never looked leaner.

Shocking, Spine Tingling Slices of Life.



"Hey Sarge, maybe if we just fired the gun..."

Workbench Review

Tamiya 1/16 German MG Gunner with Great Coat By Clarence Prigent



This figure is probably one of the best within the collection of Tamiya's figures. I could say easily that Tamiya have found a way to produce an excellent quality of figures in plastic. The details found on those figures are quite remarkable compare to a similar figure in resin. If you never built a figure in 1/16 scale and you don't want to spend a lot of money on your first one, well, this is the one to consider.

The machine gunner with great coat was a common figure during the winter especially during the time that Germany was trying to conquer the Soviet Union. At the beginning of the soviet campaign, the Germans were not concerned about the weather. But as soon as the winter started to settle down, they realised that it would-

n't be easy to survive in such extreme condition. The Russian knew it but the Germans had to learn it the hard way. They had to come up with some new equipment to protect the soldier from dying under these conditions. The great coat was very appreciated among the Germans soldiers. The first coat was made of wool but for economical reasons, they switched progressively to rayon.

The MG42 was also a great gun and very popular among the Germans. The firepower was extremely impressive. It was firing around 1200 rounds/minutes. Based on the MG34, this gun was supposed to be less expensive to build and more effective. Due to dirt and damages easily done during fight on the field, they had to come up with a new gun capable of enduring the most extreme conditions. Even though the life expectancy of the barrel was less than the MG34, it was so easy to change that the Germans wouldn't mind it. It could fire a belt full of 7.92mm bullet, standard bullet of the German army.

Inside the box, there is only two sets of sprue containing all the parts. On the first one, all the major component to build the figure itself, arms, legs, coat, head, etc. The other one contains the extras, such as gun, helmets canteen, grenade, etc

The glue is the standard liquid glue for plastic. No need for a 2 parts epoxy or superglue. This is like a tank or a standard plastic kit. Plus there is no flash to clean, and everything is aligned perfectly. I must say that the assembly took me about one evening to complete. I kept the head and arm on the side to ease the painting process, but if you feel more comfortable to assemble the entire figure, well, go ahead and do it. No problem there. There is maybe a little bit of filling here and there but nothing seriously embarrassing. The coat is a piece of art itself. It has 3 parts, one that goes in the back and 2 more in the front. This system allowed the coat to have a natural look instead of having only one piece that look unnatural. Plus, underneath this assembly, all the details are included even if we are going to cover it. The collar is a beauty; it looks like its floating. Once the head is one the figure, everything looks just great.

Once everything is in place, I drilled 2 holes, one underneath each foot to insert 2 rod and glue the figure on a painting

base. Then I will spray a thin coat of primer, using acrylic paint, field grey to cover the whole figure. I used also some tan colour to spray the face because the green colour is too dark to be used as a primer colour.



All my figures are painted with oils. This medium allows me to paint nice shade of colour, highlights and shadows. The transition is always smooth. I don't feel quite comfortable to use acrylics because the paint has the tendency to dry too quickly. Plus, I can mix my own colour, something that I like better than having to choose between prepared colours. This way, there is no chance that this kind of field grey will be the same as another one. The fact that I don't know if the mix would be the exact match of the real coat, doesn't matter. After all, dirt, mud and the extreme conditions that those soldiers were facing, is a good indication that my personal mix of field grey would be almost right on the spot. So after mixing my first colour, using blue, yellow, a bit of red and black plus white, I will add more black to make the shadow colour and more white for the highlight. I always start with the shadow, going in all the crevasses and places where the light will not naturally hit the figure. To help, I place my figure underneath a strong light and this way I can see easily where all the shadows will

go. Then I apply the colour, using some lighter fluid as a thinner instead of turpentine. The lighter fluid dries more quickly and will offer a better matt base effect. Then I will do the same with the highlight and after that, I will start to blend the colours. This is done by a dabbing motion with a small brush large enough to cover the line between the colours. This way you won't end up with a general colour, losing all your contrast. One thing about laying your colour: you need to spread the paint on the figure not to thin the paint. That means that you will have just enough paint on the figure to cover the base colour. This method ensures also that the thickness of the paint stays reasonably small. You don't want to end up with an extra inch on your figure!

After the first blend, I will put my brush aside and take a good look at my work. Using a mirror, I will try to find problems. Is the paint too thick? Is the colour right for the amount of light? Is the blending too large or wide that I lost all the contrast? Is there a place where there is no paint? If everything looks fine, I will continue with a second round of shadows and highlights to make sure that there is a strong contrast where it is very significant. During this process, I do only small areas at a time. One night, I will work on the left leg, then switch to the right on the second night. I work generally from the leg up to the face. When the entire figure is covered, I will begin to paint the detail, like the straps and the buckle, buttons, insignia, etc. I will use a Prismacolor Silver pencil to paint the metallic buckle on the strap. I feel more control than using paintbrushes.



For the face, I use a lot of techniques learned in my different reference books, like *Building and painting scale figures* by

Shep Payne. The eyes are painted with oils. I feel comfortable using oils because I take a lot of time to paint these little things. I don't care spending the entire night just to place and paint correctly the eyes. Then I will lay my shadows and highlights just like I did on the rest of the figure. I try to go slow just to make sure that the brush stroke doesn't show. I will use some visor to help me see the result. I can only say that it takes a lot of time to make sure that it looks like a real human being. When I'm satisfied with the result, I will continue with the rest: canteen, grenade, machine gun.

For the machine gun, I used a technique that I learned in an article of the magazine *Fine Scale Modeler*. The gun metal colour starts with a quick spray of matt black. Then, using some oils, white with a bit of gold ochre, I will take a small amount of the mixture and rub it on a scott towel to keep only a small amount allowing me to do a nice drybrush effect. I will use some metallic powder from SnJ to give a metallic look. Then I will use clear blue, with a small amount of thinner and spray a final layer giving the colour that gun metal effect.



The Machine gunner is placed near a small ruin. It is late November 1943, and snow is covering the ground during the night but the day will melt it a little so everything is muddy. To make that mud I will use Liq-

uitex, which is an extra high viscosity acrylic modeling paste, found in an art supply store. I will spread it to cover the entire base. The ruin walls were made with drywall putty. I use a scribing tool to carve the bricks. The wall is embedded in it with all the rubbles. The rubbles are just pieces of junk used to make the wall. I will also use some strip of balsa. When everything is in place, I let dry the modeling paste overnight. The next day, I will paint the wall with a brick colour and then using different shades of dark brown and black, I will paint the mud. Then I will cover the ground with Future to make a wet look. I will put some Future on the wall to simulate ice. Then I use baking soda to simulate the snow. Using the modeling paste, I will add some on the figure, elbows, on the bottom of the coat and in front, to make sure that it looks like this machine gunner was lying on the ground at some point.

This figure took me about 3 months to build and paint. It was a pleasure to do it. The details are very good and very impressive. I had so much fun that I bought all the 1/16 figures from this collection, the ace pilot, the tankier, Rommel, the elite infantryman and the infantryman with reversible uniform. I just hope that Mr. Tamiya won't stop producing such magnificent models.

Product Review

Quartermaster's Depot 1/35 Scale Diorama Accessories

- No. 35001, American WWII Posters #1
(9 subjects); US \$4.00
- No. 35002, US WWII Posters #2
(10 subjects); US \$4.00
- No. 35003, German WWII Posters #1
(9 subjects); US \$4.00
- No. 35004, German WWII Posters #2
(9 subjects); US \$4.00
- No. 35005, British WWII Posters #1
(9 subjects); US \$4.00
- No. 35006, Canadian WWII Posters #1
(8 subjects); US \$4.00
- No. 35007, Canadian WWII Posters #2
(8 subjects); US \$4.00
- No. 35008, Modern Maps #1
(9 subjects); US \$4.00
- No. 35009, D-Day Maps
(approximately 100 subjects); US \$4.00
- No. 35010, Newspapers WWII #1
(61 subjects); US \$4.00
- No. 35011, German Magazines #1
(70 subjects); US \$4.00
- No. 35012, German Magazines #2
(approximately 125 subjects); US \$4.00
- No. 35013, Camouflage Netting - Green
(144 sq in); US \$5.50
- No. 35014, Camouflage Netting - Tan
(144 sq in); US \$5.50
- No. 35015, Camouflage Netting - Khaki Green
(144 sq in); US \$5.50

By Cookie Sewell

Advantages: Nice, neatly done work should really accent a diorama or vignette; will look good with individual vehicles or personnel as well

Disadvantages: First offerings from this company so no established customer base; nets will look better with added scrim or flocking

Rating: Highly Recommended

Recommendation: to all WWII modelers and many post-WWII modelers

The hardest part about doing a diorama, once the theme and subjects have been picked and the materials needed for its creation set aside, is the final detailing to really capture "The Look" that the modeler wants to portray. This requires all sorts of details in the background, many of which have to be distressed, and all of which have to represent the correct time frame modeled.

Posters, maps, magazines, and the like are always common in cities and barracks areas, and the latter two are not uncommonly found in forward areas as well. Too often, however, accessory manufacturers tend to present these



in black and white on cardboard which is too stiff and too dull to look right. Also, they tend to use cheap printing which leaves large 35/1 scale dots on simulated photos and other materials, which looks totally out of scale and unrealistic.

Quartermaster's Depot is a new Canadian manufacturer run by Dana John Nield, (*whozdat! Ed.*) a Canadian modeler who is familiar to many "web surfers" and has a nice web site covering Canadian subjects with input from people like Barry Beldam. Dana has oriented his company on filling in some of the blanks and providing new materials for modelers in these areas.

The first efforts appear to be outstanding, and really do fill a niche which has not been well represented. The posters and maps come on sem-gloss paper and are printed by a 1200 dpi laser jet, which eliminates the "dotty" problems some others have suffered. It also yields small print which is readable down to about 2 point level size if you have a magnifying glass! All are packed in resealable tape packets (similar to those used by AFV Club for their kit sprues).

The American poster sets provide several varied subjects from "Uncle Sam" and "Rosie the Riveter" down to training posters and public service warnings.

The German poster sets provide the usual assortment of propaganda materials aimed at enlistment and motivation.

The British poster set covers some of the classics, such as one of Winston in action and also the famous "Never Was So Much..." one of RAF crews.

The Canadian ones are similar to the British set but more unique and a nice change of pace.

The Modern Maps set is pretty generic but offers nine nicely done maps in 1/50,000 scale in 1/35 scale (or I guess that makes them 1/1,750,000 scale!)

The D-Day Map set provides four Common-

wealth maps of the major beaches and two 1/50,000 scale maps of inland areas, plus what appear to be ration chits and a deck of cards with separate backs.

The WWII newspapers cover a selection of US, UK, and German papers from the period, but once again I recommend a magnifying glass so you don't use "Danzig is liberated" for the fall of Berlin!

The German magazines cover a large number of issues of "Signal" with a number of inserts for the magazine covering single and double page photo spreads; #2 also provides various passes and papers and another deck of cards.

The three camouflage nets each provide one square foot of neatly died mesh, but to look right these will need to have some flocking from Woodland Scenics or crushed leaves attacked with spray-on adhesive to look right. That will be up to the modeler to choose, but the nets at least provide a good background to attach it to. The tan and khaki would probably work best for a basis for modern US military netting in the desert and temperate climates respectively.

Overall, this is a nice opening gambit from Quartermaster's Depot and I think we will see more nice work from them. Quartermaster's Depot can be contacted at <http://www.quartermastersdepot.com>. Thanks to Dana Nield for the review samples.

The Price of Modeling

| | |
|--------------------------------|------------------|
| Plastic Model Kit..... | \$25 - \$50 |
| Tools and Supplies | \$20 - \$100 |
| Airbrush Setup | \$100 - \$500 |
| Testors 1/4 paint bottles..... | \$610 per gallon |
| Model Master paint 1/2 oz ... | \$640 per gallon |
| Floquil 1 oz paints | \$422 per gallon |
| Tamiya 1/3 oz paints | \$768 per gallon |
| Unbuilt kits in your stash... | \$200 - \$2000 |

The Knowledge that Your Wife Doesn't know about the above...

.....Priceless

Canadian Aircraft

CT-134 & CT134A Beechcraft Musketeer

By *Graham Mansell*

After getting into pilot training and soloing on the Musketeer I wanted to build a model of my solo bird, but no kit of the 'Musket' was available, either in injection or vac-form. My only choice was to start looking at all the catalogs to see if there was a kit that was close enough to convert. What about the Eidai Beech Bonanza, you say, and yes I looked at it but it was a bit too much work, same company but quite a different aircraft. While browsing the Airfix catalog the Piper Cherokee Arrow II caught my eye because it looked very much like the 'Musket' at first glance. (Airfix re-released the Cherokee Arrow II in June 2000)



CT-134 Musketeer

After purchasing the Arrow II, I checked the measurements and found that it's span and length were so close to the 'Musket' that it was useable. The window arrangement was very close and the general profile of the fuselage and tail were also close enough to start the project, so here we go...

I will explain the construction breaking each section into two parts, the first one the quick build and the second part catering to those with Advanced Modellers Syndrome (AMS) who want more detail. The modelling starts with the interior, the dash and control columns are close enough in layout for this scale, the dashboard was whitish with black gauges, the rest of the interior was a cream colour with the floor a dark blue or green. The 'Musket' had a bench in the rear and two seats up front these were brown in colour, two tone, lighter in the middle and dark around the edges. There were shoulder straps added which hung from the ceiling for both front seats, and four sets of lap belts all of these were white. You can use the kits windows, but once thoroughly dry sand and polish them then mask off the shape of the Musketeer windows. These may end up a bit smaller than they should be but hey in this scale it's close enough.

If you have AMS, between the seats were the

trim wheel (left side), white, about 8 - 10 inches in diameter and the flap lever, black about 18 inches long, hinged at the rear. On the floor in front of the right seat, but offset toward the center was the fuel tank selector, about 4 inches in diameter and painted red. You could add all the engine controls, rods with different colour knobs on the ends sticking out of the dash, in the centre just a bit lower than the main dashboard level, four I think?



CT134A Musketeer II

Now that the fuselage is together we can attach the wings and make all the external changes. The flaps and ailerons need their lengths changed, on the Musketeer model, the flap should be 1 3/8" long and the aileron, 7/8 of an inch long. To do this just putty in the required distance of the engraving for the flap and scribe a new line to separate the flap and aileron. The stabilator (horizontal stabilizer, elevator), is 1/4 inch too big in span so cut 1/8 of an inch off each side, round off the front corners and very slightly taper the end towards the rear. When I arrived in Portage La Prairie as an Aero Engine Tech they were just finishing the addition of a mod called the 'Spin Kit', to improve the a/c's spin characteristics. Since this was the only legitimate way for the instructors to scare the living hell out of the students one had to be able to get into a spin and out of it safely. The 'Spin Kit' consisted of a strake under the fuselage below the vertical stab, 13mm long on the attaching side, 3mm top to bottom, 5mm along the bottom with a 1.5mm taper at the rear and 7mm taper at the front. Just past (about a foot) the leading edge of this strake there is a tie down hole, I drilled a #80 hole just up from the bottom of the tab to replicate it. Sorry about all the technical terms? On the Stabilator there were 2 triangular shaped attachments located on the leading edge next to the fuselage, they were 4mm long and 2.5mm wide, the 2.5 mm side was attached to the leading edge. The last part of this mod was a chine that ran along the lower edge of the upper removable cowl, which would be a line running aft from the centre line of the prop spinner. This was about an inch high so if you put a piece of .005" rod along the edge and painted over it would look close enough.

Having said all of that, it is not necessary to make these mods if you are portraying a 'Musket' from the time period of their purchase to, say mid '72, (I arrived in Jun '73). One thing not to forget is that the Musketeer had 2 doors, so you will need to scribe a sec-

ond door. The Musketeer's landing gear was fixed, so fill in the holes on the Arrow. You will need to make three struts the two mains slightly bigger (5mm x 7mm high) and 2mm thick, than the nose (4mm x 4mm) and 1.5mm thick, with an airfoil (sort of - same profile each side so not true airfoil) shape. The main struts had the rear lower corner trimmed off so cut off a triangular shape 2mm x 2mm. I used the kit lower landing gear legs for attaching the wheels to the struts and the wheels from the Arrow kit for my 'Musket'. Take the kit gear legs and cut them just above the section where it curves to accept the wheel, glue this to the bottom of the strut at the leading edge, angled to the rear. The wheel centre should be

From RCAF.com



Pining for the Fiords: CT-134 at the RCAF Museum, Trenton.

The Beech Model 23 was manufactured from 1961 until approximately 1980, under various names such as Sierra, Sundowner, Sport and Musketeer, to serve the market for a small, inexpensive private recreational aircraft. Beechcraft Musketeer aircraft were first purchased by the Canadian Forces in 1970 to replace the capable but increasingly difficult to maintain Chipmunk ab-initio trainers. Although not an ideal aircraft for the role, the Musketeer served capably in the guise of a pilot selection vehicle and primary flying trainer. Derived from the stock civilian Beechcraft, the Canadian military models featured a second access door. In 1981, primarily due to structural problems, the original Musketeers were replaced by a newer, improved version of the aircraft. Based on the commercial Sundowner version these later aircraft were designated CT-134A or Musketeer II in CF service.

Manufacturer: Beechcraft

Crew/Passengers: 2 pilots + 2 passengers

Power Plant: Lycoming O-360-A4K 360 cu in reciprocal engine with 180 hp

Performance: Max Speed: 132kts (245 km/h)
Ceiling: 12,600 ft (3,840 m) Range: 690 m (1,110 km)

Weights: Gross: 2,350 lbs (1,113 kg)

Dimensions: Span: 32 ft 9 in (9.99 m) Length: 25 ft 9 in (7.85 m)

Armament: None

just aft of the strut centre line, the main wheels are outboard on the 'Musket', and the nose wheel strut is on the wheel's right side.

This will make a presentable Musketeer, but for those with AMS, you can add the following. There was an antenna (see differences) that went from the top of the vertical stab (just ahead of the rotating beacon) to the top of the fuse just back of the top of the main windscreen. There were two boarding steps (one each side) about 6" past the trailing edge of the flap with roughly a 20 degree slope to the rear and a pad about 1.5mm square at the lower end. On the fuse just aft of the top of each door (about 2"-3") were handholds to assist in entering and exiting the a/c, semi-circles about 5" long. There were 2 hinges on the flap forming V's about 4" top to bottom, 1.5mm from end of flap (inboard) and 5mm from flap end at the outboard position. The pitot tube was located on the left wing just inside of the last panel line on the kit wing. It is made from a piece of wire (silver coloured) 1.5mm x 1.5mm when installed, and I left it unpainted. On the belly of the a/c was another antenna starting about 1.5mm forward of the main gear going down 2.5mm and then curving to the rear for 9mm, with a support going up the fuse at the 6mm mark from the leading edge. Under the nose about 2mm down from the prop spinner was the oil cooler opening, which was about a 4" x 6" rectangle. In the winter it was covered by a plate that stood about 1" out from the body, so that it looked like a wide, square cornered U

when viewed from the side. If modeled without the cover just paint the rectangle a steel colour. I modelled my 'Musket' with the oil cooler in place since when I soloed I was the first one of the day and broke the ice when taking the traditional assisted dive into the successful solo bathtub!

Paint is essentially overall Trainer Yellow, the wing tips were red for the outer 22 mm (50 in on real a/c from joint where plastic wingtip joined wing) top and bottom, BUT not the aileron! The vertical stab and stabilator were red BUT not the stabilator tips (outer 2mm) and the trim tab which was 2.5mm wide and was full span of the stabilator. There was a flat black anti glare panel which extended 2mm down (on the first batch) from the edge of the windscreen and to the upper cowl opening. At the windscreen there was a strip of yellow (1mm wide) between the glass (but not the CT-134A!) and the anti glare paint. The prop spinner was yellow and the blades aluminum on the front with red/white/red tips and flat black on the rear. There are two walkways on the wings one per side, flat very dark grey, starting just back from the leading edge of the flap and butting to the fuselage. According to the paint plans the walkways are 3 inches back from the leading edge and 15" wide back to the trailing edge of the wing where the flap goes under the wing skin. The Roundels are 36" on the upper wing, 16" on the fuselage, with appropriate "Armed Forces/Forces Armees", and a 12" flag on the vert stab, with the standard aluminum

surrounding. On the under side of the wings, in 18" markings - port side the last three numbers of the serial and starboard CAF. This is readable if the a/c is sitting on it's tail, and you are looking at the undersides. On the nose just in front of the doors, the serial last three again but in 8" letters, and the tail carried the full serial in 4" lettering, and on each door "Canada" in 4" lettering.

CT-134 and CT-134A differences - The wire antenna that went from the tail to the top of the cabin has been replaced by a whip antenna that is mounted on the top center of the cabin just over the second window, this happened some time after I was on pilot training (spring '77), and before the new 'Muskets' were ordered. There is also a blade antenna mounted below the fuselage between the wings but again I am not sure exactly where.

References

IPMS Canada colours Guide (painting and marking guide)
Canada's Airforce Today by Larry Milberry

Markings

Try the Arrow Graphics line, or the your decal parts box.

'Muskets' on display;

RCAF Museum Trenton, Ontario (CT-134)
Town of Portage la Prairie (CT-134A?)
Moose Jaw Aviation Museum (CT-134A)

Canada At War: 1945

Photos from the National Archives

By Dana Nield

Military personnel and civilians celebrating V-E Day on Sparks Street PA-114617



Surrender of the German submarine U-889. The aircraft is a Consolidated Canso A flying boat of No. 161 Squadron, R.C.A.F. PA-116720



Members of Princess Patricia's Canadian Light Infantry (P.P.C.L.I.) and a Buffalo amphibious vehicle used to cross the IJssel River PA-140693