



Coming
SOON
to an RT near you!

More free decals are now in the pipeline! So make sure you renew when notified. And let your non-member friends know that the free decals only go out to members, so if they want one they're out of luck... unless they join!

What's on the new sheet? You'll find some interesting aircraft including a colourful WW II trainer, a couple of WW II 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. And we've filled in the rest of the sheet with lots of useful miscellaneous bits 'n bobs.



YOUR CHANCE TO GET CREATIVE

We're thinking of revamping the **IPMS CANADA** globe logo for 2025 (and beyond), and we'd like your help. All members are invited to submit your ideas for a new design. There are some minimum standard requirements – a globe, a red maple leaf, and the legend **IPMS** and **CANADA**. As we'd like to launch it in the new year, you have a few months to exercise your creative talents and send us your ideas. Don't worry if your artistic abilities aren't up to snuff or you can't use computer graphics ... we can always have our amazing art department (ha!) produce a finished version. Perhaps if there are several attractive submissions we can present them to the members in *beaveRTales* for a final vote. So... get those pencils, pens, crayons, tablets, mice, or whatever going and help design a new **IPMS CANADA** logo. Send your submissions to us at:

box626@ipmscanada.com

From RT Editor Steve Sauvé

"Procrastination and getting other RT material ready prevented me from finalizing a couple of addendum articles to augment two articles that were seen in RT 46-2. So for the fall issue of **BT** I will have two pieces covering some minor corrections, extra details and in-depth information on **Craig Baldwin's T-33** and **Klaus Meyer's EF-101** articles. Hopefully the delay will be worth it!"



National Director

Frank Donati



Nationals,.. more than just a competition.

With less than two weeks to go, I can hardly contain my excitement for the upcoming IPMS USA Nationals, the largest model show in North America. Like many of you, this will be my first time attending, representing IPMS Canada as National Director and an active participant. I'm eagerly preparing to travel with a few kits to enter and some change in my pocket to take advantage of what will probably be the biggest hobby shop in the world! The prospect of over 400 vendor tables promises a fantastic stash and tool expanding experience.

Although I enjoy entering shows and seeing all the amazing builds that are brought in, I go for the social aspect. For most of us, modelling was a solitary hobby, just toiling away on a build in a spare corner of the house or relegated to the basement. Visits to the local hobby shop were a time to interact with others, but brick-and-mortar stores are fewer today. Some of us were lucky enough to have a local modelling club, whether IPMS, independent or another Society/Association, that allowed us to get together to make friends and share in our hobby. Even today, many IPMS Canada members don't live close to a local IPMS Chapter. Fortunately, model shows have been an excellent medium for us to meet, share our work, see builds and grow in the hobby (with a bit of vendor table shopping of course!)

Social media, love it or hate it, has dramatically improved the opportunity for modellers to socialize, participate, learn, and grow in the last 15 years. Facebook groups are numerous, Instagram posts are by the hundreds daily, and options like Zoom, Discord, or Messenger allow modellers to no longer sit at the workbench alone.

My local Club has a Zoom drop-in session every Wednesday – accessible to any who visits the Facebook Group (it's IPMS London, btw), where we post the link. We have our club members drop in and folks from the U.S. and Europe. Some groups and Podcasts have Discord Servers that allow folks to drop in whenever they want – right from their bench and build with others – trading tips and tricks, showing off their work, busting each other's chops, chatting...

about anything. The ability to socialize while engaging in the hobby is amazing and would astound those of us sitting at our benches back in 1995 or 2000.

This brings me back to the big show - IPMS USA Nationals. For many, it was a time to meet with those friends we made at the last show, an annual reunion. A time to catch up on the previous year: what did you build? How big is the stash or the 'shelf of doom'? How are the wife/husband and kids? Instead of seeing each other once a year, we can now continue these communications and connections between shows throughout the year.

What I truly appreciate about social media and the internet is their ability to transform us from solitary hobbyists into a vibrant community of shared interests. This sense of connection and belonging is what makes our hobby so special.

My Nationals 2024 experience will be about the Social. Yes, I am looking forward to hours of walking around the competition room(s) and looking at the amazing work an international show of this calibre will bring. It will be the social aspect that I will take away from it more than anything else. I'm staying at an Airbnb with nine other guys from the U.S., whom I met either at AMPS or online. I still haven't met some of our IPMS Canada executives in person, so this will be the first time. I haven't seen our esteemed Editor, who will attend in person, since 2012. I'll meet with IPMS Mexico and IPMS USA Presidents for what we're calling the Little Amigos Summit! We're also holding an IPMS Canada meet and greet at Nationals, where we'll have a chance to share our modelling experiences, learn from each other, and strengthen our community.

While I'm certainly bringing a few builds to enter, it's the social aspect of the IPMS USA Nationals that truly excites me. I see Nationals as an opportunity to expand our circle of amazing people, renew old acquaintances, and make new friends. I'm eagerly looking forward to our IPMS Canada Social and the chance to meet those of you who are coming. Let's share stories, raise a few toasts, and continue the conversation until the next show!

See you in Madison!
Frank





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

The Brickstone Kitchen & Bar
Embassy Suites by Hilton Madison
231 S. Pinckney Street

Members are responsible for all purchases at this event.

Chapter & Member Liaison

Alan Luciuk



Summer is Now Upon Us!

Summer has arrived; for some, this means a slow-down in our time at the modelling bench. Lawns must be cut, possible travel opportunities arise, and time at the lake fills our days. For others, it is full steam ahead building at the workbench. Regardless of how you spend your summer months, remember that the workbench can be a great place to hide from the heat with a beverage of your choice.

Welcome to Our Newest Chapter – IPMS Kawartha Lakes

I am happy to announce and welcome IPMS Kawartha Lakes (Ontario) to our family of IPMS Canada Chapters. The Kawartha Scale Modellers Club elected to join IPMS Canada this year. National Director Frank Donati officially presented their Charter on 23 May. Congratulations to IPMS Kawartha Lakes Chapter, and once again, welcome!

IPMS Prince George Returns

Recently, I had the pleasure of working with the IPMS Prince George Chapter. After a brief absence, the Chapter returned to the IPMS Canada family. Congratulations, and welcome back! If you are an IPMS Canada member living in the area and want to join IPMS Prince George, please contact me, and I will connect you with their Chapter President.

A Big Thank You to Our Chapter Volunteers

Our Chapters hold elections at various points during the calendar year, so we are always experiencing leadership changes. Chapters are driven by volunteers. By definition, a volunteer offers to do something they do not have to do, often without being asked to do it.

Our Chapters are led by dedicated volunteers who work tirelessly to enhance our enjoyment of scale modelling. On behalf of the National Executive, we want to acknowledge and thank our Chapter Executives for the effort they put into organizing meetings and contests, collecting dues, publishing newsletters, and setting up meetings. They take time away from their modelling bench to provide a better modelling experience for our membership. If you can,

please take the opportunity to express your gratitude to your Chapter Executives.

Recognizing Our Volunteers The Alan Black Diamond Jubilee Award

On the topic of thanking your current Chapter Executive, we have the Alan Black Award available as part of our 60th Diamond Jubilee celebration. The award was established to honour an IPMS Canada member of your Chapter who has gone above and beyond. Completing the nomination form may seem like a little extra administrative work, but recognizing a member's volunteer efforts and saying thank you should be considered.



Alan Black was chosen to represent our volunteers across Canada during our Diamond Jubilee. Alan was born on 25 December 1924 in Kent, England. In 1943, he joined the Royal Air Force (RAF) and trained in Canada with the British Commonwealth Air Training Plan (BCATP). He served in the Pacific Theatre with the Royal Navy Fleet Air Arm (FAA). In 1951, Alan immigrated to Canada and settled in Hudson, Quebec. Alan continued his work in the aviation field, working with the International Air Transport Association (IATA), headquartered in Montreal, Quebec. Alan passed away on July 28, 2020.

Returning to scale modelling in 1959, Alan enjoyed making models with an aviation theme. His passion for the hobby pushed him beyond the modelling bench to become the major driving force in the formation of IPMS Canada. Not only does Alan hold the distinction of being IPMS Canada Member #001, but he also took on the role of our first National Director and took care of Membership, Finances, Circulation and RT Editor.

Every Chapter has a member who, like Alan, has gone above and beyond to increase our enjoyment of the hobby. Please consider recognizing one of these individuals by applying for the Alan Black Diamond Jubilee Award.

Alan Black Diamond Jubilee Award Nominations are due on 30 September 2024.

In closing, should you have any questions or concerns regarding IPMS Canada or the application form for the Alan Black Award, please do not hesitate to contact me at cml@ipmscanada.com
Happy Modelling

INTERNATIONAL PLASTIC MODELLERS SOCIETY

Canadian Branch

24 June 1964

Random Thoughts #1

1. While I have exchanged correspondence with individual Canadian members I haven't yet attempted anything in the way of a bulletin beamed at members collectively.
2. At the outset I think you're entitled to know something about me, and how I came to be interested in modelling. I have to go back about 32 years, when my brother produced a 1/72 model of the Hawker Fury, a biplane fighter of the early thirties. At that time there were no plastic kits. "Skybirds" produced a line of kits with the fuselage and wings roughly shaped in wood, tailplanes and fins in a fibrous material, interplane and undercarriage struts stamped in metal, and wheels and propellers cast in metal. The Westland Wallace was one of the first I tried my hand at, and then the Original Comet, the D-H 88. As the RAF expansion programme got into its stride, "Skybirds" brought out the Hurricane, the Spitfire, the Battle, the Blenheim and the Lysander. The Spit and the Battle had cockpit covers of cast metal! Shortly before WWII Frog started producing plastic kits, among them the Empire Flying Boat and the Wellington. I remember making up a D-H 86.
3. Being by then a confirmed aerophile, I was keen to join the RAF and joined up in 1943. I trained in Canada on D-H 82C's and Ansons and eventually found my way into the Fleet Air Arm, in which I flew Harvards, Oxfords and Corsairs. Since the War I have been involved in aviation in one way or another, so I now have over 21 years close association with the air.
4. My interest in modelling was re-awakened in 1959, when Airfix kits began appearing in Canada. Thence, via the Airfix Magazine, to my connection with IPMS.

The Vickers Vimy

5. I recently received Frog's Vickers Vimy, in their new Trailblazers series. This is 1/72 scale, and is an intriguing model to make up. I was struck by its relative smallness, particularly the fuselage. A certain amount of patience is needed in assembling the engine nacelles and the wings, as there is a mess of interplane struts. However, I found that by gluing the interplane struts to the bottom wings and letting them set before attempting to put the top wings in place, I saved myself any undue grief. Although there is a nose wheel provided in the kit, I believe that for the Atlantic flight it was dispensed with. There is an interesting account on the instructions leaflet of Alcock and Brown's Epic flight, which took place 45 years ago this month. I passed through London Airport a few weeks back and was rather depressed to see that the statue of Alcock and Brown is still on the north side, now no longer in use for intercontinental passenger flights. I hope that the powers that be will move them over to the new intercontinental departures building to serve once more as a reminder of the beginning of trans-Atlantic flying. I don't expect that many people winging their way between Shannon and Gander give a thought to Alcock and Brown.
6. The Vimy was also used by Keith and Ross Smith for their flight from England to Australia in 1919, so it was truly a "Trailblazer". I'm trying to get details of the Smiths' Vimy, and will pass on the dope in due course.

7. It will be interesting to see what other aircraft Frog will bring out in the series. They have announced the Supermarine S6B, which won the Schneider Trophy in the early thirties, and the Bristol 138 which set altitude records shortly before WWII. How about Alan Cobham's D-H floatplane, Wiley Post's Lockheed Vega, Sir Charles Kingsford-Smith's Southern Cross, Mollison's D-H 84, Jean Batten's Percival Gull, Alex Henshaw's Mew Gull. PAA's Sikorsky S42, the D-H Hercules and the Empire Flying Boat? Frog have certainly got a good thing going with the Trailblazers.

8. At present I'm working on a Revell S.E. 5a, which I plan to finish as Mannoek's mount, as described in IPMS Newsletter No.6.

9. I am attaching a list of the Canadian Branch membership, and would urge you all to work hard for new recruits. In a country as large as Canada, much depends on the efforts of individual members. From B.C. to N. S. we have 8 bodies, but until we build up groups right across the map, it is going to be difficult to organize any communal activity. I understand that the U.K. body didn't really start expanding until they were able to organise monthly meetings in London, but since the beginning of the year they've come along fast.

10. Jim Sage is setting a hot pace south of the border – they're approaching the 200 mark.

11. As you know, we're still operating as an offshoot of the U. S. Branch, but I hope that when we push our membership up to around the 30 mark, we'll be able to paddle our own canoe.

12. Please forgive this monologue. Next time I go into print, I hope that I'll have plenty of comments and contributions from you, the members. Remember, our Canadian Branch can only flourish if we all pitch in.

A.M. Black

P. O. Box 359
Hudson Heights, P. Q



So... what is this stuff you've just read!? Well, it's the **ENTIRE** first issue of IPMS Canada's publication, **Random Thoughts** (aka **RT**). Yep... we've come a long way.

are now one of the most successful international IPMS branches.

Also, this is a look back to see why our special anniversary awards are called the Alan Black award. As described by Alan Luciuk in his column, Alan Black was our 'founding father', and if you read those early issues of **Random Thoughts** you can see how he got IPMS Canada off the ground, and what they went through in the early months and years.

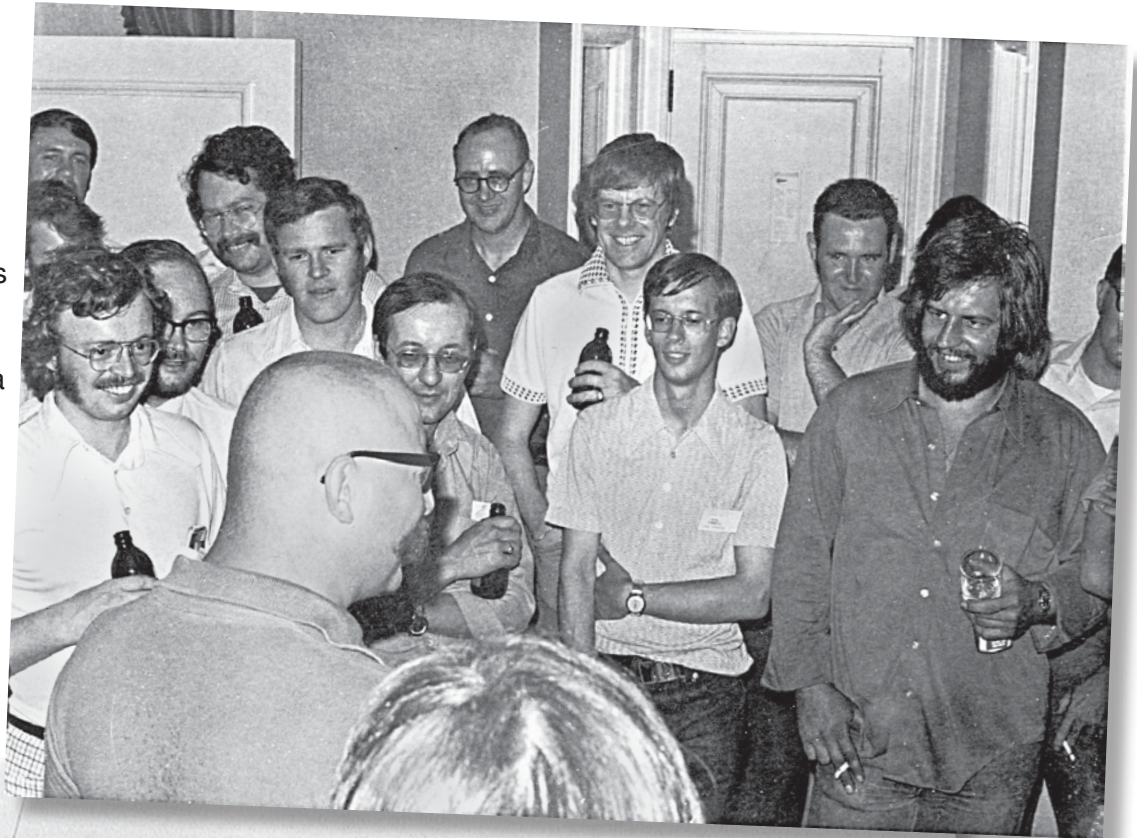


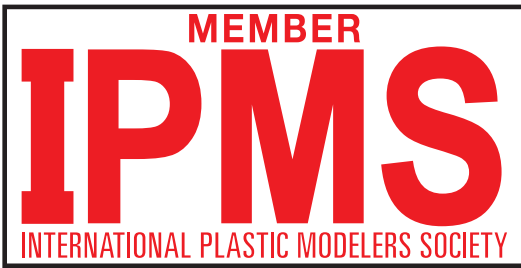
And why are we presenting it in this July 2024 issue of *beaverTales*? Well, for several reasons. First – as most of you know – 2024 is the 60th anniversary of our organization, so it seemed appropriate to look back and see where we came from. Note that there were only 8 members at the time... and we were a subsidiary of IPMS USA! Well, we've gotten a few more members since then, and

WEIRD IPMS CANADA HISTORY

Not especially good photos, but interesting – and fun – nevertheless. The top image is from an IPMS Canada convention in Ottawa in 1975. It shows the great Carl Vincent – aviation historian extraordinaire and unofficial IPMS Canada bard – regaling members with *The Ballad of Eskimo Nell*. How many of those in the photo can you recognize today?

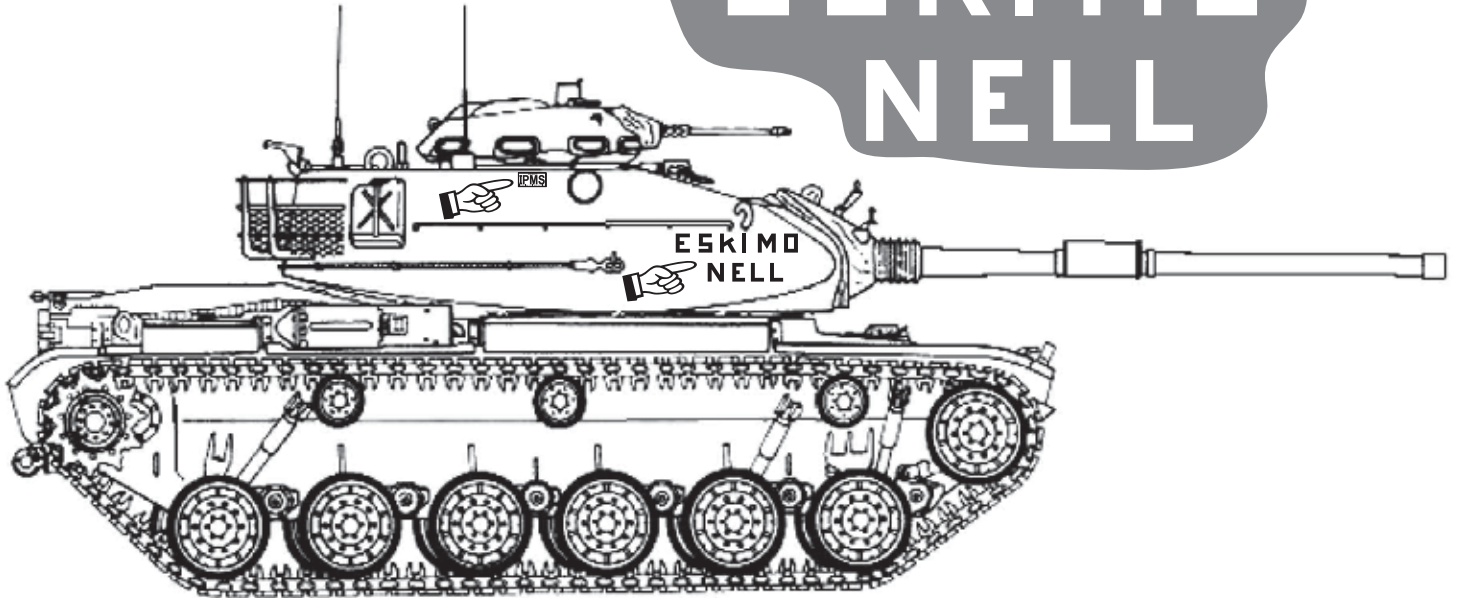
Among the audience was a member from Northeast New York who was apparently so impressed with the performance that he named his M-60 tank **ESKIMO NELL**. Here's a photo of it "somewhere in Texas" with the crew frolicking in a river, using the gun as a diving board. Note the name **ESKIMO NELL** on the turret. That small rectangular item below the cupola is an IPMS Canada sticker! Now this is a diorama I'd like to see someone build!





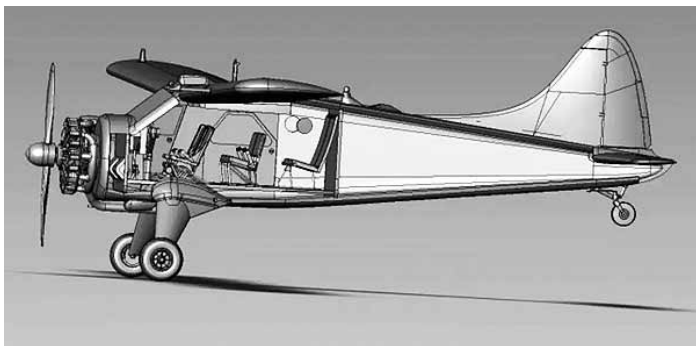
Vinyl IPMS sticker. White with red lettering.
Actual size is ca. 70 mm x 140 mm.

ESKIMO NELL in white (possibly using tape?) on camo background.



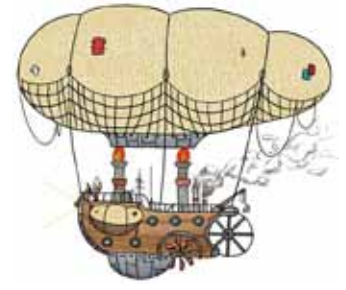
In Case You Haven't Heard...

Dora Wings has announced a series of 1/48 scale DHC-2 Beavers to be ready sometime in 2024! There are hundreds of these still flying in Canada and countless others around the world, so there will be no dearth of colour schemes. While the Canadian Armed Forces did not operate the Beaver, many others did. It looks like Dora Wings is planning on a series of variants with wheels, floats, and skis. Here are a couple CAD design images they have released.



Here's an interesting picture of a British Army Beaver being bombed-up in Aden, 1964..

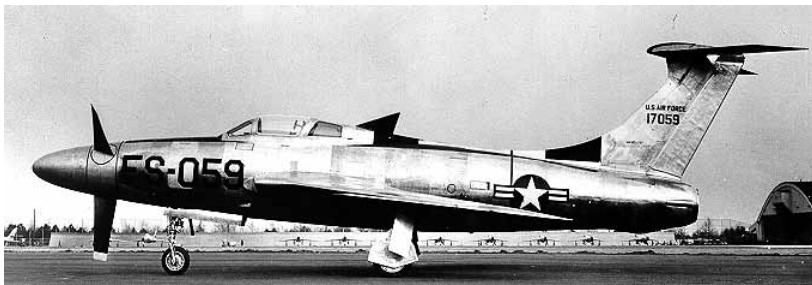
Even More Truly Weird Aircraft that You Can Actually Build!



Why build yet another Spitfire or Mustang where there's a whole world of 'other' aircraft models out there! Here we present just a few of many different types and show some of the kits that are available. Note that we're showing just one kit for each, but some are available in several scales from various manufacturers. Just search around a bit and break out of your comfort zone... **way out!**



The aptly-named Airbus Beluga was built to transport large aircraft sub-assemblies. I wonder what would happen if you crammed it full of helium-filled balloons! It's available from Revell in 1/144



Reportedly the loudest aircraft ever built – the Republic XF-84H Thunderscreech. A 1/48 resin kit is available from Anigrand.



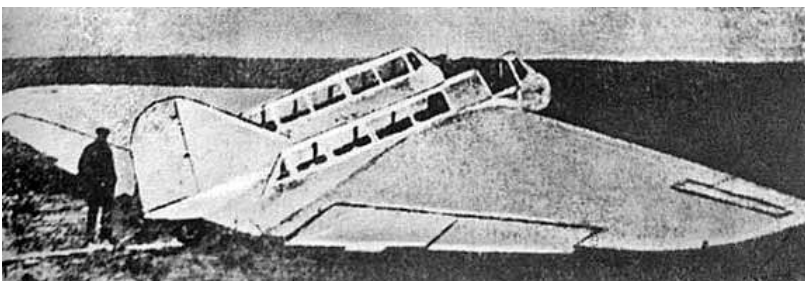
The Northrop Grumman Firebird is an intelligence gathering aircraft that can be flown either by a pilot or remotely. Here's a 1/72 kit from Sova-M.



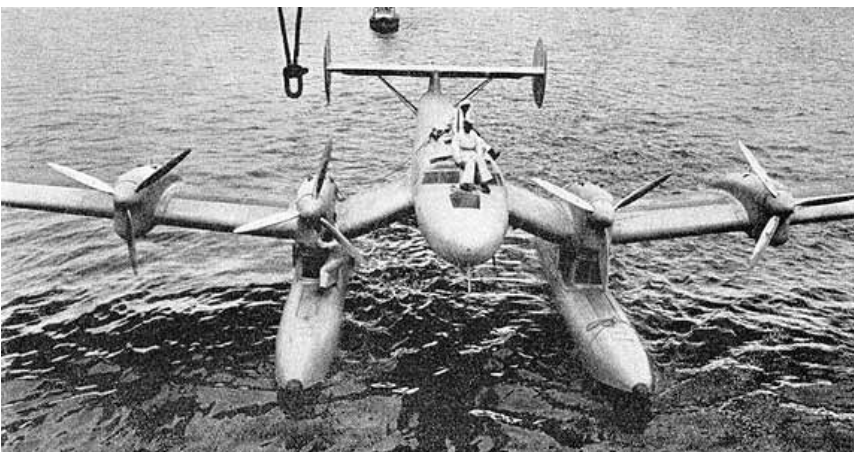
Ah... the French do love their weird aircraft! Here is the Bleriot 125. For some reason it was kitted in 1/72 in resin by FSC C. Breuning. Good luck finding one of these!



Why is this aircraft laughing? That's not how you win a Joint Strike Fighter competition! (and it didn't) The Boeing X-32 was available in 1/72 from Tamiya, among others.



The Kharkiv KhAI-3 looks like two mini-buses connected by a wing. Technically it's designated as a 'motor glider'... whatever that is! Mir produced a 1/72 scale kit



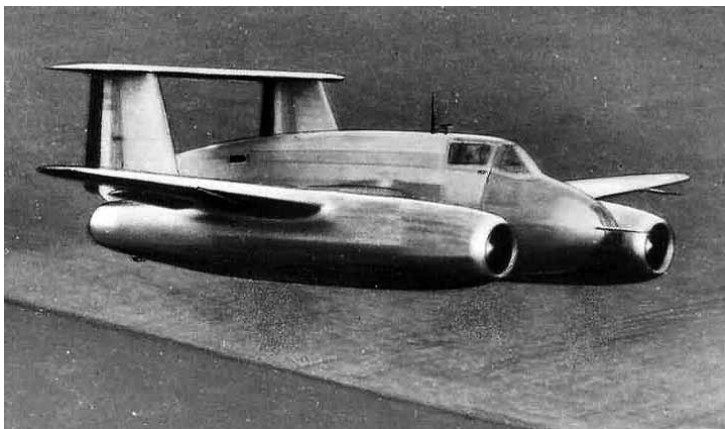
A four-engine gull wing seaplane. Cool! MACH 2 made a 1/72 kit of this Blohm & Voss Ha 139.



The Ilyushin Il-40 was a twin jet-engined armoured ground attack aircraft from the '50s. If you've always wanted to build an aircraft with a snout, Amodel has a 1/72 scale kit.



The Northrop XP-56 *Black Bullet* was a late-war tailless fighter-interceptor prototype. Not very successful as an aircraft it will make a striking model. Czech Model issued one in 1/48.



The SNCAC NC-1071 looks like a 1/72 scale aircraft with 1/32 scale engines. A 1/72 resin kit was produced by the *International Resin Modellers Association* (sound familiar, eh?)



The Mil V-12 is the world's largest helicopter. Amodel issued a 1/72 scale version. Build it and you'll have the world's largest 1/72 helicopter model!

IPMS Calgary Chapter (Rocky Mountain Model Club) 30th Anniversary Scale Model

On Saturday, June 1st, Rocky Mountain Model Club hosted their 30th-anniversary scale model show at the Chapelhow Legion in NE Calgary. There were a total of 161 entries among 52 participants. One thing that stood out this year was the high calibre of models present.

There were aircraft of all sizes and eras, from a gargantuan, four-engine heavy bomber in 1/32 scale to various 1/144 jets in intricate colour schemes. Armoured vehicles, classic autos, naval subjects, and figures all had strong representation across the board. The sci-fi category had some of the best creativity and complex details. Dioramas contained lots of activity and even some nice touches of humour.

Our judges faced serious discussion in every category to choose the winners. We often had the unpleasant task of scrutinizing for the smallest imperfections. There was just so much excellence to compare!

Congratulations goes to Hayden Babineau, as the recipient of the IPMS Canada 60th Anniversary Award for Best Canadian Subject. His winning WW2-Sherman III tank is based on a Calgary regiment. The 1/35 scale Asuka model was used and impressed everyone with its realistic stowage and weathering. -†



Rocky Mountain Model Club was founded in 1993 in Calgary, officially becoming an IPMS Canada chapter in 2010. Visit rockymountainmodelclub.ca for upcoming events and updates.





The winner of the IPMS Canada 60th Anniversary Award for Best Canadian Subject... Hayden Babineau's Sherman III, Top right is the handsome award.



Some of the ship, figure, diorama and sci-fi models on display.



Welman W10

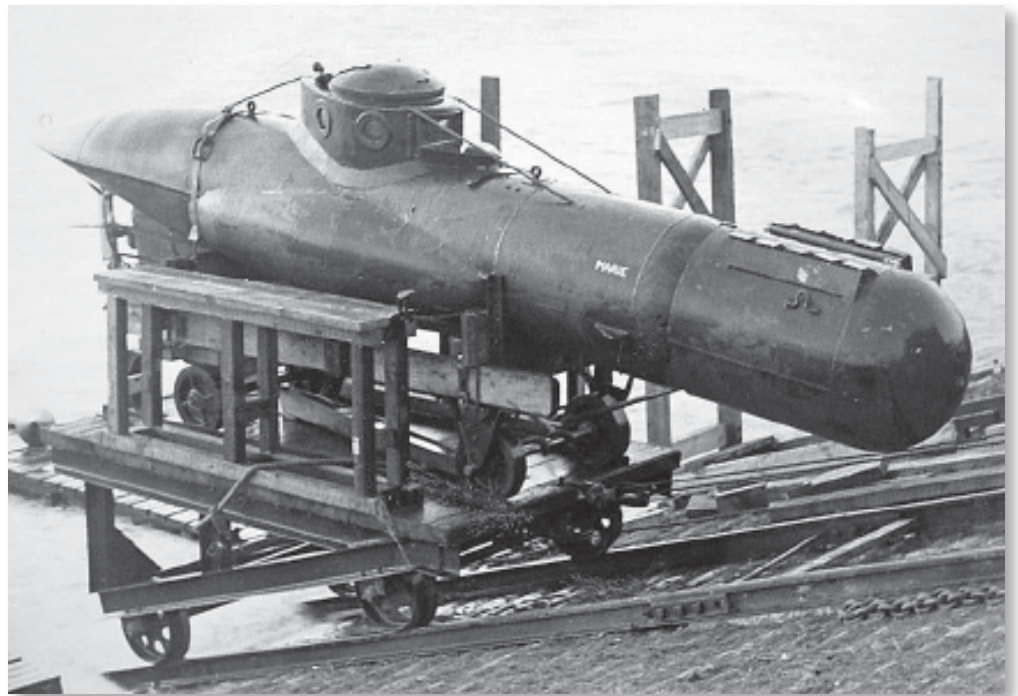
Midget Submarine

By Glenn Cauley
IPMS Ottawa

Ed note: These are a few excerpts from a large detailed build article by Glenn that shows step-by-step how he turned this basic limited-run kit into a stunning model. You can access a PDF of his complete article at this link: <https://drive.google.com/file/d/1p65rvIMNcNpdUb90J7-8xDUvjGDrhBaR/view>



New to my collection of 1/35 midget submarines is the diminutive Welman W10, a British WWII 1-man midget submarine developed by the Special Operations Executive. Designed to deliver a large explosive charge below an enemy ship, the Welman was 20' 6" (6.25m) in length (including explosive charge) and weighed approximately 2000 lb. (910 kg). It was powered by a single electric motor capable of 3 knots, and it had a surfaced range of 36 nautical miles. Unlike the British 'chariot' manned torpedo, the Welman pilot was enclosed within the craft and did not need to wear diving gear. The



Welman W10 on a launching trolley during trials



Contents of the MikroMir kit

bow-mounted, time-fused explosive charge contained 425 lb. (193 kg) of Torpex explosive, and was intended to be attached to a ship's hull by magnetic clips – after which the craft would be disengaged so it could retreat to safety.

Following trials in late 1942 the Welman was put into production with 150 ordered in early 1943. The Welman could never be made to work properly, and the project was eventually abandoned. It should be noted that there were many similarities between the British Welman W10 and the German "Biber" midget submarines.

MikroMir, a Ukrainian model company, produces short runs of unique military equipment. They released their 1/35 kit of the Welman W10 in 2020. The kit has a low parts count with 2 sprues of soft grey styrene plastic, a single clear plastic sprue of portholes and view-port, a small display stand (which went unused) and a small fret of photo-etch (PE) brass parts. Molded detail is moderate. Building this MikroMir kit required patience, part cleanup, test fitting, and gap filling.



Strong measures used to bind and clamp the assembled hull



Two views of the completed Welman W10 on its transport cradle, with detached explosive charge.



This shows the size of the finished 1/35 Welman W10 midget submarine model.

This turned out to be fun to build, resulting in a nice 1/35 rendition of an iconic (though failed) experiment in British WW2 midget submarine design. With some patience and perseverance, this diminutive MikroMir kit can be made into a 'silk purse'. The scratch-built transport cradle affords many more opportunities to pose the Welman in a diorama setting.



CANADIAN SUBJECT **REVIEW** WELL... KIND OF
Canadair NF-5A/B
Royal Netherlands Air Force

Authors: Tim van Kampen and Luuk Boerman
 Publisher: Dutch Profile

Review by Fred Bachofner
 IPMS Netherlands

The Royal Netherlands Air Force received 75 NF-5A single-seaters and 30 NF-5B two-seaters, built by the Canadian aircraft manufacturer Canadair. With more powerful engines than the original F-5, the NF-5A and B are the equivalents of the CF-5A and CF-5D that Canadair produced for the CAF. The aircraft



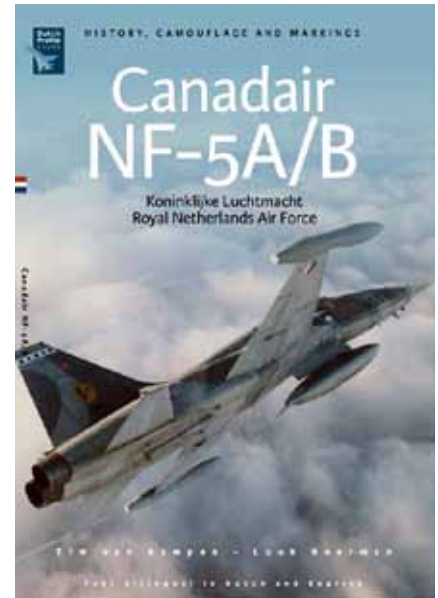
were purchased relatively late to replace the F-84F Thunderstreak because the KLu (Koninklijke Luchtmacht – Royal Netherlands Air Force) had previously counted on acquiring more F-104G Starfighters through the Mutual Defense Assistance Program. Unfortunately, that did not happen and the alternative to the Thunderstreak was ultimately the purchase of the NF-5. That turned out to be a golden opportunity. It was the safest fighter aircraft



the Klu has ever had in service. Although the NF-5 within the KLu may have remained in the shadow of the Starfighter and later the F-16, it has clearly proven capable of performing the role of a fighter-bomber for which it was acquired.

The publications of *Dutch Profile* (a successful spin-off of Dutch Decals) already have a respectable list of titles on Dutch aviation to their name. The Canadair NF-5A/B has now been added. It takes me back to my first years as an aviation enthusiast/spotter. I've certainly seen and photographed a lot of them. My first base visit to Twente Air Base in early 1970 yielded the first flight-line photos. Many books have already been published on the Dutch NF-5s, as well as a Profile and many magazine articles including some great material in IPMS Nederland's *Modelbouw In Plastic*. The subject is certainly not new, but still Dutch Profile has done an excellent job.

The book has 64 pages, but these are divided into half Dutch and the other half in English. This is the story of the NF-5A and B in a nutshell. It is not called "profile" for nothing. However, it's the photos which are the most important part of the publication (as with all *Dutch Profiles*). The number of photos is vast. In addition to many NIMH (Nederlands Instituut Militaire Historie – Netherlands Institute of Military History) photos, which not everyone will have seen,



there are also many photos from private collections. The Profile successively goes through the history of the NF-5, including the operation “High Flight” transferring the aircraft from Canada to the Netherlands, Command Tactical Air Forces (CTL), the squadrons, Special Units and the Demo teams. There are four pages with side profiles and four pages with the technical description of the color schemes used. A complete list of all NF-5A and B’s with all relevant data completes this publication

In conclusion...an excellent publication about the NF-5 in concise form for anyone who wants to get to know about this aircraft in service of the Royal Netherlands Air Force. I have come across many interesting facts in it. It is pleasantly written and reads nicely, and well laid out with very interesting pictures which will appeal to modellers. The complete English translation certainly makes it useful for an international audience as well. All this at a very reasonable price. A good addition to the *Dutch Profile* series. Thanks to *Dutch Profile* for this review copy.

Ed note: For those wondering why we labeled a book on the NF-5 “Canadian Subject”, it’s because



both were built by Canadair and the only differences between the two species is that the Dutch aircraft use some domestic avionics. Externally you can’t tell them apart. So, while they may carry Dutch markings it is still a good building and detail reference for the Canadian birds.

You may also want to visit Fred’s website and Facebook page for much more on modelling and reviews:

<https://modelfan.eu/>

www.facebook.com/profile.php?id=100057442569978



NF-5A roll-out at Canadair

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Shown is 1975 Monte Carlo converted from Revell 1977 Lowrider kit using conversion kit CD3-008 and CD3-047

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