



PostStrike[®]

April 2003

IPMS Ottawa Newsletter

The Prez Sez

Paul Eastwood

The club auction was a great success. See the brief summary in this issue. Thanks to all involved.



The Capcon committee is in full swing now, with sponsorship and raffle prize procurement under way. It is time to start filling other positions such as registration, security and so on. Let the committee know how you can best of-fer your services.

Tonight I will give a short talk on washes, followed by an open discussion. If this format works well, we can use it again on other facets of modeling. We will compile a list of topics to discuss in future meetings.

I'll keep this short tonight. Actually, I need the time to try to finish my kit for the meeting. Happy modeling.



US Navy at War



The Arabian Gulf (Mar. 21, 2003) -- An F/A-18C Hornet assigned to the "Fighting Vigilantes" of Strike Fighter Squadron One Five One (VFA-151) launches from the flight deck aboard the aircraft carrier USS Constellation (CV 64). Constellation and Carrier Air Wing Two (CVW-2) are deployed with coalition forces in support of Operation Iraqi Freedom, the multinational coalition effort to liberate the Iraqi people, eliminate Iraq's weapons of mass destruction, and end the regime of Saddam Hussein. U.S. Navy photo by Photographer's Mate 2nd Class Daniel J. McLain.

Auction Report

By Paul Eastwood

The auctioneers were, once again, Terry Jones and Jamie Leggo. They kept the day running smoothly and efficiently as always. Terry showed that he is always willing to improve himself by adding a visor tear-away to his Formula 1 imitation. Behind the scenes were Ken Allen, Michael Roy, and the financial chores were handled by Janyce Thompson. Thanks to all involved. Janyce will give a brief financial report tonight.

Bill Chappell from Hobby Centre donated all proceeds from a Tamiya T-55 to the club. Jim Davidson also donated a number of books and models to the club. We greatly appreciate your generosity.

To everyone in attendance who purchased a model, we look forward to seeing it completed and on the table soon.

The Annual IPMS Ottawa auction took place at the Science and Technology Museum on March 8. A great variety of kits were up for grabs, including many hard to find classics.

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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: Michael Roy
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 redistributed 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:

Djn@dana-nield.com

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:

A 1/48 Me 109B in Spanish Civil War Service

Canadian CMP C15TA Armoured Truck

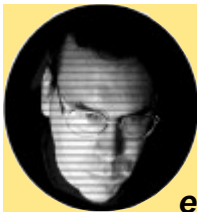
A 1/72 Eduard Albatros D.V

Stuart I (M3) Turret and Sponson Armament

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

Having missed last month's meeting, I'm a bit out of the loop. That said, only one submission this month from our club. Don't fret, as the only other submission wasn't from IPMS Toronto, but from Peel Scale Modellers in deepest-darkest Brampton, Ontario.

This month, Doug Sword provides us with a detailed look at the Chief-tain tank and Tamiya's kit. Having served on the beasts for several years, Doug shares many insights with our members. Recently, Doug told me he picked up a book on Challenger I tanks to use as reference on a modeling project, and wouldn't one of the photos be of him driving his tank!

Also, IPMS Ottawa member Peter Hyland takes us through the trials and tribulations of building Academy's P-47D Thunderbolt and decorating it with Eagle Strike decals.

I've included pictures I recently found while searching the National Archives of Canada's website. They are of the DeHaviland Aircraft factory in Downsview, Ontario, and were taken during the Second World War. They should be of particular interest to Mosquito fans.

'Til next month, build and submit an article!

Cheers!

Dana

Coming Events

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 5 -6, 2003
Maritime Modellers' Meet - MMM2003
Halifax Fleet Club, Halifax, NS
Brent McCombs
(902) 490-5442
numfar@hfx.eastlink.ca

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 Con. 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!

October, 2003
Dorval!

Gorbachev—My Role in his Downfall...

...or Everything you wanted to know about the Chieftain Tank but were Afraid to ask.

By Doug Sword



Me and the "Wrecking Crew" in BATUS during a maintenance day before operation "El Alamein" which was the final live fire exercise. All firing in BATUS is live fire. The battle groups will use roughly 3000 tons of ammo during the 6 month exercise period.

I think that one of the most satisfying projects to complete is turning an old kit into a real winner. Tamiya's Chieftain is certainly one of the best kits I've come across for this. For an older kit (issued in 1974 if I'm not mistaken), it can be detailed into either an older Mk 5, or, with a bit more work, a nice detailed Mk 12. Lets have a look at what we need to do to polish this moldy oldie up!

THE KIT

Well, as we said, Tamiya's Chieftain has been with us now since the mid seventies. The kit builds up into a Mk 5, as it would have appeared around that time. To be annoyingly accurate though, the kit actually gives us a Mk 2 with some of the Mk 5 features. The Mk 2 was the first version of the Chieftain to become operational, being issued to the 11th Hussars in November of 1966. When checking your kit out, take a look at the back gearbox decks and compare them to any reference photos or drawings that you may have of the actual tank. A ha! Not the same are they? This is not an inaccuracy on Tamiya's part. Well if their intent was to produce an accurate Mk 5 then okay it was. In the late sixties, the tank was upgraded with the 750 bhp British Leyland L-60 multi fuel engine and a low loss exhaust system. All existing tanks were upgraded to the Mk 5 standard. To save you a headache and to get on with the modeling, I'll list all of the Chieftain marks at the end of this article. Save it for a trip to the can! Needless to say, the addition of the low loss exhaust system changed the configuration of the gearbox deck slightly, as the silencer box sits on top of the gearbox itself. Tamiya, however, didn't do this to the kit so therefore, we end up with a bit of a hybrid.

As I've said before, I think that this was the point where the quality and detail of Tamiya kits really started to take a turn for the better. This was especially true in the crispness of their molding. Sure, it can't compare with the Tamiya, DML, or AFV Club kits out today, but come on guys, remember that this kit is twenty-three years old ! All she had to measure up to was Monogram and maybe Revel and Airfix back then. The major components of this kit are all well done. Some of the smaller details, however, such as the smoke grenade dischargers and the headlight brushguards, are a little reminiscent of current models from the former eastern bloc.

I had decided to build myself a Chieftain as a result of everyone saying "well gee Doug, why is it that you crewed a Chieftain and never built a model of it ? " Good point, I thought, why hadn't I ? Well for one, I thought that the Tamiya kit would need too much work. And for two, yep you guessed it, I'm a pretty crappy scratchbuilder. Figuring that the conversion was probably beyond my modeling capabilities, I had pretty much given up on the idea until I was given an old, completed model by a pal who figured that I'd want it, and I received a set of scale drawings from Johnny Nield (or Dana, take your pick). After studying both, I figured what the hell, I'm going to build myself a nice Mk 12.

Clash City Rocker was the name of my first wagon. She was an EB series Chieftain upgraded to Mk 12 standards. If you want to build a Mk 12, you're going to need all of the scale drawings in this article. If you want an older Mk 5, you'll only need to revise your back decks. The first (and only) purchase for this project I made was a set of photo etch from On The Mark. This gives you all the finer details you need that the kit lacks. I really recommend this for the kit as it is a super little set.

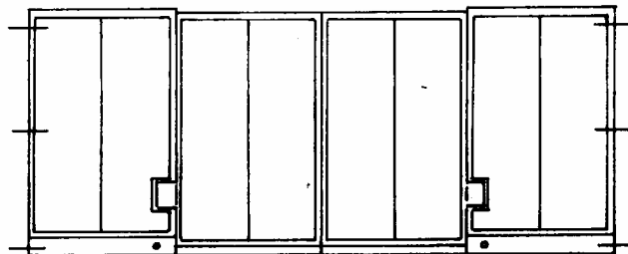
The headlight brush guards, mounts for the smoke grenade dischargers, tie downs, bolt-bars for mudguards and splash curtains are amongst some of the finer details that this set will provide for your tank. It is definitely worth the \$13.99 it costs. Now you can carry out a basic assembly of your major components. Once this is done, lets take a look at what we need to upgrade the tank to current standards. Remember, this will update your tank to pre-Stillbrew levels so your tank will be accurate as an in service Chieftain up to about the early '90's

UPGRADING

These are the parts that you'll need to add for your upgrade. I've enlarged them here for a better view and description. Towards the end of the article, you will find them in 1/35 scale for ease of measure .

GEARBOX DECKS

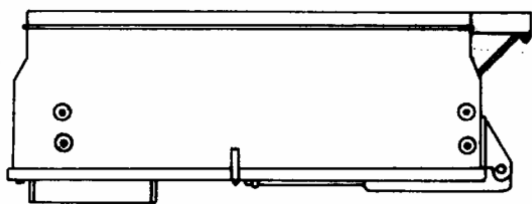
These were re- configured to accommodate the addition of the low loss exhaust system added to the Mk 5 upgrade. If you plan on making your tank a Mk 5, this is all you'll need to change.



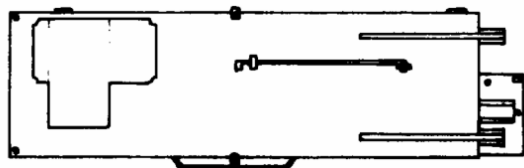
NBC FILTRATION PACK

This is the trickiest part of your conversion. This NBC pack was added to

all Chieftains upgraded to Mk 12 standards. This changes the look of your model quite a bit.



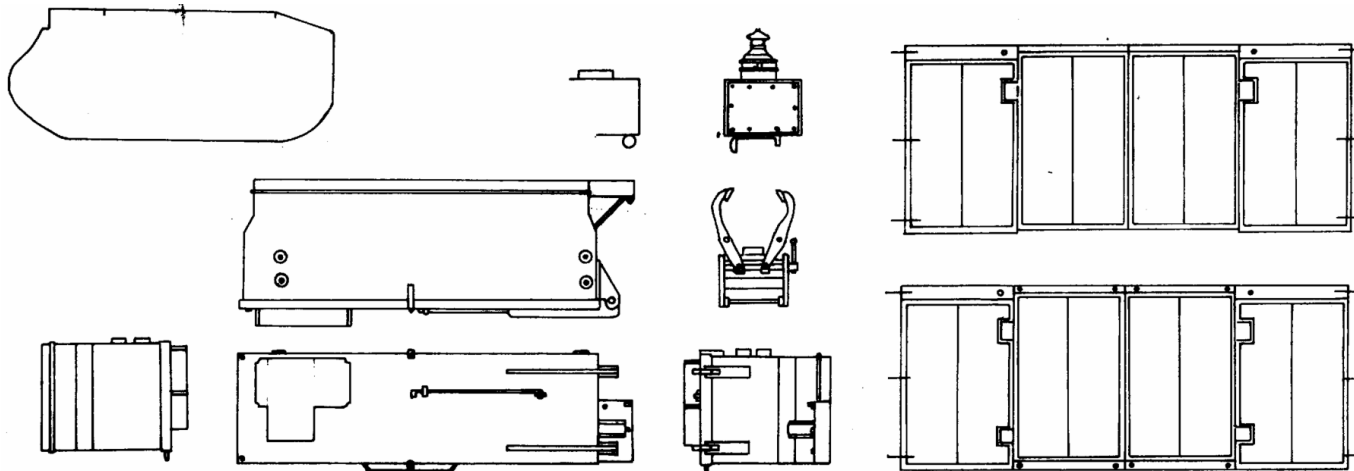
TOP VIEW



REAR VIEW

THE TOTAL PICTURE

So, if you want to go the whole hog in 1/35th scale, here's all of the changes in scale. Keep them for your reference, or swap them with innocent strangers.



Variations on a Theme

I've had a lot of guys ask me about the different marks of the Chieftain leading up to the Mk 12 and how they differed from one another. Well, I sat down and compiled a list from what I could remember and what I could see from reviewing photos. I hope that this helps you out.

MARK 1

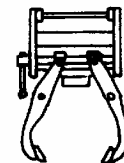
There were 40 Mk 1's produced in 1960. These were pre-production units carried on from the prototype. The Mk 1 was powered by a British Leyland 585n hp Mk 4a pack. This mark was not issued to line units and was subsequently relegated to training duties at Bovington and Catterick Garrisons.

MARK 2

The Mk 2 was the first operational variant issued to the 11th Hussars in November of 1966. The turret was re-designed for a better ballistic profile and the commander's cupola was redone in order to accommodate the 7.62mm L-37 GPMG on an anti aircraft mounting. The pack was also upgraded to the 650 hp Mk 5a engine. Top speed was now 26 mph.

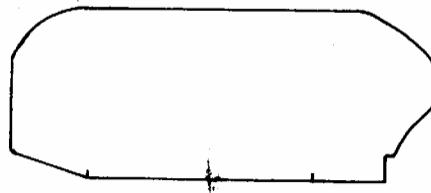
GUN CRUTCH

The kit-supplied crutch is the older style fitted to all models up to the Mk 5. If you're planning on building something later, you'll need to change to this one. If you have the Challenger kit, cast its crutch, or use it for reference to scratch one as they are the same.



MUDFLAPS

These were added to all later Chieftains upon upgrade. They attach to both front fenders and are secured by a simple metal bar on both sides, secured with 9/16 bolts



Inside (Towards veh .) Outside (Towards skirts)

MARK 3

Mk 3 entered service in 1969. The tank was visually identical to the Mk 2. The pack, however, was upgraded to the Mk 6a. The hp. rating remained the same as the 5a, but the 6a was definitely a more reliable engine. An improved auxiliary generator with a dog clutch system also gave better hydraulic starting.

INTERIM IMPROVEMENTS TO IN SERVICE TANKS

Mk 3/2, and Mk 3s, were minor upgrades to the electrical air cleaning system and some smaller electrical components on the engine. The total pack upgrade took the engine up to the 720 hp L60 Mk 7a. These upgrades made the pack very reliable and gave Chieftain its first totally reliable engine.

As these engine improvements were being carried out, the suspension was also being upgraded. A new, stronger, spring pack was added as well as a lubrication system for the top rollers. Finally, new front idlers were added. All of these improvements upgraded performance to 30 mph (road), and 20 mph (cross country).

MARK 5

The Mk 5 was the last of the production vehicles to enter service. Outwardly, it was very similar to the Mk 3/3. Improvements were significant though, with the addition of a low loss exhaust system, and the new 750 hp L60 Mk 8a engine. All in service tanks were re-built to Mk 5 standards. This gave us some new marks.

Mk 2 is now an Mk 6

Mk 3 is now an Mk 7

Mk 3/3 became an Mk 8

FINAL UPGRADES

At the start of the 80's, Chieftain was dramatically upgraded and modernized. The Marconi Space and Defense Systems Integrated Fire Control System (IFCS) and Clansman battlefield communication system was added to all in service vehicles. The SUNDANCE and TOTEM POLE pack modifications upgraded all engines to the L60 Mk 11a and Mk 13a. This upgrades engine power to 840 hp and further increases the reliability.

The IFCS sighting system replaced the old 4 dot sight and .50 cal. ranging gun. The new combination of laser range finder and ballistic computer, significantly improve first round hit capabilities. The muzzle reference system (MRS) is added and keeps the sight reticule zeroed in the most extreme conditions. It is the first system of its type and is now in use on most western MBT's. This system, lethal as it was, was viewed with some suspicion by older seasoned gunners as newer technology often is by older soldiers. It soon became evident, however, that gunners straight out of the training depots were acquiring and destroying as many, or in some cases, more targets than they were. This was where I began as a Chieftain gunner being in the fifth intake to be trained as IFCS gunners. We were told by the old sods at the Regiment that we had it easy with "that bloody new space invaders system ". All of the upgrades now complete, the identifying marks once again changed.

Mk 2 became an Mk 9

Mk 3 became an Mk 10

Mk 3/3 is now an Mk 11

Mk 5 is now an Mk 12

Although different marks were modified throughout their service, all improvement turned them in to the same tank. There was no way of inspecting a Chieftain and telling what mark it started life out as. The only one way of finding this out, was to look at the registration plate. All British Army registration numbers are two numbers, two letters, and two numbers. For example my first Chieftain was 04 EB 20. The two letters on this number will tell you what mark that tank started out as. It works as follows:

Mk 2 and 3: EB

Mk 3/3: FA

Mk 5: FC or FD

A FEW REFERENCE PICTURES

This is my tank in BATUS taken in the 1984 Medicine Man exercises on the Alberta prairies. Notice the scruffy paint job as well as the not so neat application of the tanks Call sign numbers. These tanks were in constant action for about 6-8 months of live firing. Their outside appearance was



low on the maintenance priority list. As some tanks broke down, a new one would be issued from reserve stocks to replace it in the formation. Callsigns were quickly applied by the troops on receipt of the vehicle before it was pressed back into action



"Bombing Up" before deploying to the first shoot. These are DST-PRAC rounds that are being laid out on a tank sheet to protect the sabots from getting dirty. This ammo is being divided up for each of the three tanks in the troop by the Troop Sergeant and the loader from each tank. The loader is a senior crewman, usually a Lance-Corporal of very senior Trooper. He is responsible for all comms equipment on board as well as making sure that all ammunition is correct and properly stowed on board upon receipt. Final checks! The tanks have now been stowed and all systems thoroughly tested. The crews now are awaiting their orders to deploy to the training area and begin operations. The flags are a peacetime safety proce-



ure to show the status of the tank. These tanks are at green or weapons safe and unloaded. When the tank goes to action, the commander will change the flag to red.



Meet Doug Sword

Doug Sword, or Swordie to his pals, joined the British army at 15, served in Ireland, Germany and BATUS in Alberta. After his British Army career, Doug returned to Brampton, Ontario and joined the Lorne Scots Regiment.

Doug is still in Brampton where he lives with his wife and two children. He still finds time to model and is a long time member of Peel Scale Modellers, where, if you buy him a beer, he'd be glad to tell you how to dispose of a boar carcass in minimal time.

Workbench Review

Academy 1/48 P-47D Kit # 2159

Approx. \$20 CDN

By Peter Hyland

Construction

I recently bought this kit on a recent trip to Montreal for \$20 because I had an Eagle Strike decal sheet for P-47's and I didn't want to let the decals gather dust. This sheet was only four dollars less than the kit.

After opening the kit I determined that it was a pretty decent kit for the money, had nice panel lines and it looked like a P-47. I went ahead with the build. The kit markings were uninteresting so I decided to use the Eagle Strike decals.

As with most kits, the cockpit is assembled first. It's acceptable right out of the box. I only added a harness that I pried out of a Hasegawa P-38 Lightning that had been consigned the infamous "never to be completed pile" that is accumulating in my basement. Painting is non-standard: bronze-green with a black instrument panel which I dry brushed to bring out some detail and the various other controls and radio panel. The cockpit assembled quickly and I attached it to the starboard side of the fuselage where indicated by an arrow on the instruction sheet. I didn't attach the gun sight as I have a tendency to knock small items off their mounting point! I then glued the fuselage together and set it aside to dry.

While this assembly was drying I assembled the wings and tail planes. When sanding the wings' leading edge I half sanded off one of the gun barrels which was moulded into the separate gun panel. I drilled them both out and used styrene rod to replace them from on both wings. This was my only quibble with the wing assembly as this panel didn't fit all that well and needed filling and sanding. The wings are separate units, unlike the Hasegawa kit which is one piece.

While the wings were setting up, I returned to the fuselage and filled and sanded the seams. I used a little filler as I wasn't too careful in aligning the ventral portion of the fuselage under the cockpit. I then added the auxiliary fuel tank/bomb stabilisers to the fuselage. These two pieces gave me more grief that sanding and filling the entire fuselage as they are small hard to get at for sanding and I broke off two of the stabilisers while sanding to get rid of the seams.

Since the wings are separate units, I was initially leery that I would end up with one wing sitting higher than the other. Not so. After attaching the wing, I temporarily installed the landing gear and measured the height of both wings. The difference was only half a millimetre off. OK by me for fit! Here's tip that I think is useful when you see that your wings are not sitting an equal distance from the ground on your kit. This tip only applies if the discrepancy is only two or three millimetres. If you have bulged or flattened tires, sand one by about a third of what you are out. This will have the effect of lowering one wing while raising the opposite one thus bringing your wings more or less level. Keep adjusting until you get a level wing plan.

Disaster Strikes

You will recall that I mentioned that the cockpit installation was indicated by an arrow pointing to a tab on the fuselage. Guess what? Wrong tab! The cockpit was sitting too far forward by about a third! I found this out when I installed the gun sight and it sat way over the control stick. The pilot would have to be the thickness of a sheet of paper to fit in the cockpit. Time to consign this kit to the "never to be completed pile". I was fuming! Time to kill the dog! (Someone has to suffer for this.) I turned out the lights, had a beer and forgot about this kit for few days. I had moved on and was also working on Tamiya's P-47D razorback by now.

Redemption

After a few days of thought, I simply couldn't accept that an inanimate



object had gotten the better of me. What to do? The kit wasn't usable so I decided to attempt to "repair" my mistake. Since the engine cowl is a separate piece and not attached at this point, I decided to try to scribe through the forward fuselage part of the kit. Once I had scribed through and opened the front of the fuselage, I inserted a small file as a wedge to force the fuselage halves apart. I ended up opening the fuselage on the top side as far as the cockpit and on the ventral side all the way back to the supercharger discharge shut. I then inserted another file, popped the cockpit loose, pushed it back as far as it would go. It didn't go all the way back but not bad considering where it started out initially. I re-glued the fuselage. There was surprisingly little damage. Once dry I refilled and sanded the seams and refilled and sanded the seams again.

Still the gap behind the armour plate was evident. Since I was feeling lucky, I decided to gamble and attempted to push the cockpit back as far as possible since I hadn't glued it to the fuselage. It's a tight fit. I inserted a file down behind the instrument panel until I located the edge of the cockpit floor and pried it back over a tab that was moulded to the fuselage. Success! The cockpit is now sitting where it should. I added the gun sight and windscreens which were undercoated with Tamiya silver on the canopy frame.

Painting

The gun bays which are open, wheel wells front and rear wheel doors were painted zinc chromate, masked off and the fuselage primed with Canadian Tire grey primer. A few scratches and seam lines were redone and primed again. Once dry, I polished the primer by rubbing it with a piece of old T-shirt. This smooths out the primer and gets rid of any paint dust and overspray that accumulates on the kit.

Next, I spayed the invasion stripes, masking them off with blue masking tape. It's only half as tacky as the regular tape and is easier on the paint as it doesn't pull it off. While the stripes were drying, I mixed up some medium blue paint for the markings for this particular aircraft. The cowl, spinner and canopy frame and stripes on the horizontal and vertical tail surfaces were painted medium blue. Next, the spine of the fuselage from the cowl to the tail fin was painted olive drab, masked off and readied for the natural metal finish.

For the natural metal finish, I used Testor's buffable aluminium finish. This goes on very thin and dries quickly. Within 30 minutes, you can polish or tape any panels that you may want to apply a different finish. I used Tamiya masking tape which did not pull any of the metal finish from the model.

After two weeks drying time (I was away on holidays!), I gloss-coated the entire aircraft with Canadian Tire clear coat as this finish has a tendency to rub off and leave silver dust on everything.

Decals

The Eagle Strike decals are thin but fragile. They come off the backing easily and quickly in warm or cool water but stick like sh*t to a blanket. They have to be lifted and repositioned if you want to adjust them. I broke

one trying to reposition it. Next time I'll try them with more setting & solvent solution. They were reasonably opaque but the white was not as dense as I have seen in other decals. They took some time to settle down on the paint and had to be prodded into place. Micro-sol helped but it's scary to watch your decal wrinkle up. One decal did wrinkle and wouldn't come back into its proper shape. A little touch-up with paint took care of the problem. One thing that I did not like was the way the Star and Bar was printed. It was in three pieces and required cutting the decals to fit. Overall, the decals were quite good. The decals were again over coated with gloss coat and then everything was dull coated with Testors flat.

The Finishing Touches

I removed the tape from the clear parts (I managed to pull off the wind-screen!), added the small details such as gun barrels, antenna, pitot, landing gear etc. The landing light fell through the wing and the formation lights which were too small to handle, were replaced with Humbrol Clear-fix and coloured with Tamiya clear red, yellow and green.

What I didn't like about the kit: The cowl doesn't have much gluing area to fix it to the fuselage and the intake under the engine does not have a locating pin or slot.

This kit is good for the price and I'm going to do another one since I still have decals left from the sheet. The next time I'll be more careful!



Recent Builds



I needed a break from my mainstream models I build. I do a lot of CF-18 Hornet models. On a lark, I decided to see what it would look like if Canada had gone with F-14's back in 1982. Canada actually looked at several different jet types before picking the F/A-18. Of these were the F-14, F-15, F-16, F/A-18 and the Tornado. This was a smash together project. I built it in about 15 hours (which is very quick for me). I used the 1/48 scale Monogram F-14A kit. Now this was a cheap kit. And that's about as far as the compliments towards this kit are going to go for me. The fit was BRUTAL!!! I pretty much fought this model every step of the way. It was not easy!! But if I can take anything from this project, I'll say that my skills were increased. Poor fit and lousy mouldings made me work harder than normal. I felt like a real modeller when I built this kit.

Enjoy...

Lyle Katchur

Tilt's Hornet Nest—<http://members.shaw.ca/tilt441/>



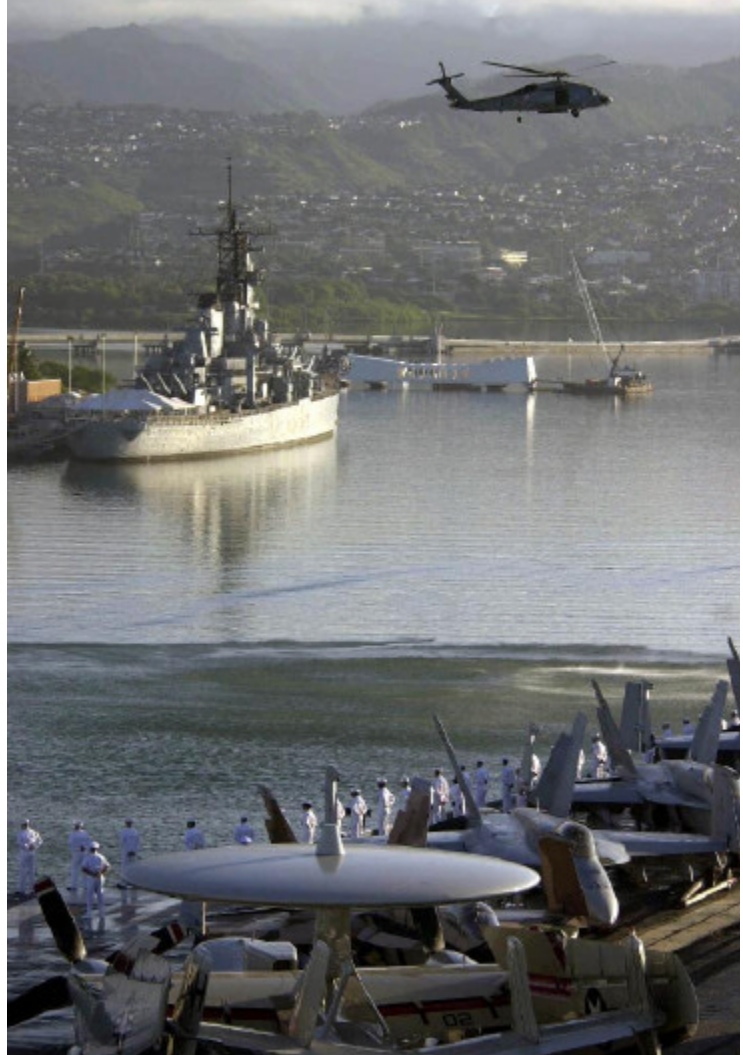
...and this month, your editor made Sushi. I didn't finish a kit, but I did make sushi.

New, Previously Enjoyed Sub



The arrival of Canada's newest Submarine, HMCS CORNER-BROOK into Halifax harbour. The images were captured on March 10, 2003 from a Seaking Helicopter. Private (Pte) Matthew McGregor.

US Pacific Fleet



Pearl Harbor, Hawaii (Mar. 11, 2003) -- Crewmembers aboard the aircraft carrier USS Nimitz (CVN 68) man the rails and prepare to salute upon entering Pearl Harbor, Hawaii while passing the USS Missouri (BB 63) and USS Arizona Memorials. Nimitz and her battle group are currently deployed conducting missions in support of Operation Enduring Freedom. U.S. Navy photo by Chief Photographer's Mate Kevin Farmer.

Canada At War

More from the National Archives

By Dana Nield

This month's column features various photographs taken in September, 1944 at the DeHaviland factory in Downsview, Ontario.

