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Random Thoughts



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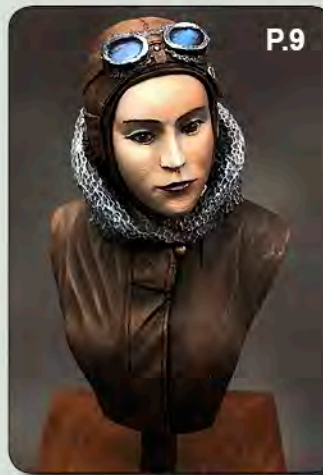
1:48
Spitfire Vb,
401 Sqn

ipmscanada.com

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Cover Comment: *IPMS Ottawa's Steve Sauvé used the old Hasegawa 1:48 Spitfire Mk. Vb to produce his vision on this particular well-known aircraft. The article is more about the background research and findings needed to produce a new point-of-view on this scheme. See page 18 for the article.*

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Future aRTicles...

Here are some articles that are coming down the RT pipeline. If you have something that might fit in with related topic to make it a theme, please contact the Editor. Heck, if you've got something on any modelling topic, get in touch!

1:35 Leopard C2, CF-5 'Aggressor' Camo, 1:32 Mosquito, 1:48 French Bf 109E, 1:48 CH-47A Chinook, 1:48 'Buddy Holly' Bonanza, CF-188A 'Canada 150', German BR.1150 'Atlantic', Cdn Army M1917 Renault,

A 1:72 German field gun, 10.5 cm leFH 18/40



+ DRAGON



by Al Magnus,
C#4579

Regina Scale Modellers,
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History

At the outbreak of World War II, the 10.5 cm leFH 18 was the standard light howitzer of the Wehrmacht. Adopted in 1935 it was used by all German divisions and battalions. Although an effective gun it was quite heavy. So in 1942, in an effort to decrease its weight, it was adapted to use the 7.5 cm Pak 40 carriage. Because the Pak 40 wheels were too small, a set of larger diameter pressed-steel wheels were added, and to reduce the firing stress on the lighter carriage a large muzzle brake was employed. The changes resulted in a reduced weight of close to 600 kg. The gun started to enter service in late 1942 and was produced until the end of the war.

Project Background

Over the past few years I've been searching in vain for a decent 1:72 scale plastic kit for both the leFH 18 and leFH 18/40. I found some kits, but none were "THE" kit. All had failings that I found annoying. As a result, my stash had accumulated:

- ◆ an ACE leFH 18/40 (72226) made in the Ukraine,
- ◆ a First to Fight leFH18 (PL1939-037) from Poland and
- ◆ a Zvezda leFH 18/40 (6121) from Russia.

The ACE kit is quite accurate but is shoddy, the Zvezda kit is intended for the wargaming community and is very simplified, while the First to Fight kit is the best of the lot,

but its use of moulded-on detail detracts from its overall value.

With all these kits sitting there on the shelf, whining to be built, I decided to grant their wish and build them, but using a 'Frankenstein' approach, employing the best parts from all three kits:

- ◆ Zvezda splinter shield, wheels and muzzle brake
- ◆ ACE slide, recuperator and gunner's protective bar
- ◆ First to Fight mount, equilibrator and sights
- ◆ add a carriage from a Dragon 7.5 cm Pak 40 (7374) which was also in my stash

You may think that this produced a lot of stuff for the parts box, but not to worry. Many of the remaining pieces were used on another project to build a FK 7M85, so very little went to waste!

All of the kits had indifferent barrels, so an RB Model turned aluminum barrel (72B44), which I had purchased on spec at one of the US Nationals, would be pressed into service. Aiming wheels, shovel and a pick would be sourced from the parts box. Anything else would be scratchbuilt.

The Build

Building proceeded with two major sub-assemblies: the carriage and the gun/shield.

I started construction with the Dragon 7.5cm Pak 40 carriage. It was a breeze to build and is easily the most detailed Pak 40 carriage available in 1:72 scale. It was constructed pretty much out-of-the-box with only a few scratchbuild items: a storage box mounted on the left trail leg, a ram rod for the right trail and a replacement low

Bust a move with Amy Johnson

by Brian Latour
IPMS Ottawa, Ontario



Lately, as I've been experimenting with larger scale pieces, I've been painting some busts. My Mary Read 1:12 scale bust from Scale75 was an absolute joy to paint and really came together nicely in the end, and I've got a lot more in my stash to start up at any time. As part of this, recently, I chose to bang out my 1:10 Amy Johnson bust and branch out into a little historical painting.

Busts offer some interesting advantages over full figures. They allow the modeller to focus on the most interesting and characterful parts of the model such as the face and upper torso, while not requiring them to spend a lot of time on relatively boring parts like boots and pants. Further, a bust is to a much larger scale than a full figure of equivalent size (and, presumably, price), which allows the painter to incorporate more accurate details, especially in places like the face and the eyes. Finally, they really push the painter to get things right, especially with the skin tones. At this scale, you can't just get away with slapping on some Citadel shades and call it a day; you need to know what you're doing.

The model

Amy Johnson, born in 1903, was a pioneering British aviatrix from the golden age of flight. In the 1930's, she set many aviation records, including becoming the first woman to fly solo from England to Australia. Sadly, her flying career was cut short during World War II. While serving with the Air Transport Auxiliary, her Airspeed Oxford went down in the Thames Estuary. There is some controversy as to the exact circumstances of her death, but that's too much



Amy Johnson



Scratch-Building a Matilda Mk.I in 1:72

by Ron Bell
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I have always wanted a Matilda Mk I in my small-scale collection, but the only "kit" of it I was able to find over the years was the old Cromwell Productions offering in 1:76. While nicely done for its age, the suspension and tracks are moulded as single units and the moulding on the solid body is a bit 'squishy'. I started scratch building it several times, but never got the job done. Finally, I gritted my teeth and vowed that I was going to push through and do it, so here's the story.

The project starts

I started with using the Cromwell Productions kit as a guide for angles and measurements, which I checked against some drawings I had. The kit was 1:76, but with just a slight bit of inflation, I scaled it out to 1:72.

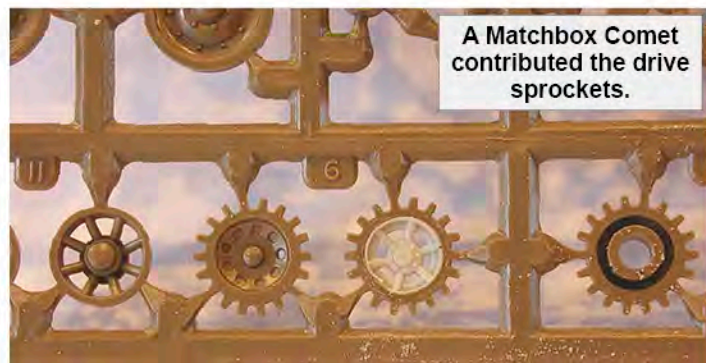
The hull was relatively simple to build, being a basic box with a sloped front and back. The trickiest part was all the venting and intakes on the back deck. I wanted them to be three-dimensional, so they needed to be blanked off inside to show depth, not revealing the whole empty interior of the model. Some fine brass mesh provided the gratings

over them. Then the assorted details were added, including the side storage boxes, handles, etc. It took me a while to figure out what the oval-shaped units were on the side until I saw a photo with the towing cable nestled in them.

Suspension

Next came the suspension units. I modified an M3 Halftrack suspension unit and had a friend cast three more copies for me. It's not 100% accurate, but is pretty close in appearance.

The drive sprocket is from the Matchbox Comet kit. I chose that as I was going to use the length and link tracks from a Revell Cromwell and the teeth from the drive sprocket would fit those. I needed to change the inside of the sprocket, however, so I cut that out and inserted the hub



A Matchbox Comet contributed the drive sprockets.

A re-examination of

Spitfire LF Mk. Vb, W3834, YO-Q, 401 (RCAF) Sqn, July 1943



DND Canada photo PL-19315, 9 July 1943
RCAF caption: "Supermarine Spitfire of 401 Squadron in England".

by Steve Sauvé,
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IPMS Ottawa



Background

Most everybody with even a passing interest in Spitfires has probably seen the well-known photo heading this article. It is a Spitfire LF Mk.Vb, serial number W3834. It is coded YO-Q and was flown for a short period by 401 'City of Westmount' Sqn, RCAF. It was photographed by an RCAF photographer at Redhill, Surrey, England, on 9 July, 1943 and from there it made the leap to Spitfire immortality.

The photo above is usually cited for the unusual camouflage demarcation seen on the fuselage. This alone makes it interesting. The fact that it's serving with an RCAF unit and is also a presentation aircraft sporting a nice badge also adds to its allure as a Canadian modelling subject.

With that motivation in mind, and in my quest to actually finish a couple of models in 2017, I decided to focus some modelling energy on a build (which started in 1994!) of a Hasegawa 1:48 Spitfire Mk. Vb, done up as W3834 during its short time with 401 Sqn between June and August, 1943.

This article is not so much about the model build itself, although I have included photos of the end results of this research as it ended up on my model. This model ended up essentially being a pretty boring and straightforward build of a Hasegawa Spitfire Mk. Vb, but a really interesting exercise in researching a specific colour scheme.

Why I wrote this article

I really enjoyed doing the research on this scheme for my own model and I thought that others might find this information interesting, or at least entertaining. Ultimately I thought the ideas were worth sharing with you. The goal is not to cast shadows on the work of others who have built their own models of W3834 as YO-Q. In this hobby we work with the info we have available at the time we're building a model and then we recreate our interpretation in plastic. So nothing would please me more than to see this interpretation added to and improved upon in the future. For now I simply hope to move the yardsticks forward a little bit to give the reader some fresh ideas to consider if you plan to produce your own model of this particular aircraft.

Research - time seldom wasted

After researching this scheme I came to a number of deductions and conclusions, some of which were a bit of a revelation. I based these conclusions on the details that I could perceive and those that I could rationally extrapolate from the aircraft's service history and the six known photos of W3834 during its short time in service with 401 Sqn. To date I have not come across any other photos of W3834, before or after its service with 401 Sqn, but it would be really interesting to see her in another unit's markings.

Before charging ahead I searched around online for as much background info as I could find on W3834's service. Most of what is published seemed to have been derived from one source; that epic tome, known to true Spitfire aficionados as "The Bible". To mortals it is called, 'Spitfire, The History', by Morgan & Shacklady, Key Publishing, 1987.

Italy's SM.74



a 1:72 Vacuform & Scratch Building Journey...



by Harvey Low
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Building vacuform kits can be intimidating, but with some planning and basic modelling skills, they can be made into a unique model for your collection and for contests (some shows still have separate categories for vacuform kits). Vacuform kits can still be found, usually nested among vintage kits, or in cardboard boxes underneath the vendor tables at many hobby shows.

As the predecessor of modern resin and conversion kits, vacuform kits are still popular among some modellers who enjoy building them, mainly because of the unique subject matter that they portray. This is the primary reason why I decided to renew my youth (or to expedite my aging process) in building the 1:72 Broplan kit of the Savoia-Marchetti SM.74.



The Broplan kit of the SM.74 was released in 2000; up until 2015 it was the only kit available in any scale, until a 1:72 resin kit from SEM Models came onto the market. There is still, as of this writing, no plastic injection-moulded kit of this aircraft in any scale. Nonetheless, the tips here will provide you with the summary of my learning from building these limited-run kits.

There are many articles out there on how to build vacuform kits (e.g., Staszak, E. Richard. *Building & Improving Vacuum-Formed Model Aircraft*. Kalmbach Publishing, 1984). I would however, like to focus not only on how I built this kit, but the modifications I had to do in order to make this vacuform model as accurate as possible rendition of this rare bird, rarely seen in miniature.



A Short History of the S.74 / SM.74

The Savoia-Marchetti S.74 (the company's original designation for the design) was a four-engine aircraft originally built as a commercial airliner in 1935 for the Italian national airline, Ala Littoria. (Fig. 1) They were pressed into military service in 1940 with the *Regia Aeronautica Italiana* (Italian Royal Air Force) and were later redesignated SM.74. With a crew of 4 and capacity of 24 passengers, they served as a stop-gap troop transport