

RT

Random
Thoughts



By Modellers, For Modellers

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John Lumley's 1:32 Fw 190 F-8 flown by 'Stocky' Edwards, RCAF



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Future RTicles...

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!

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Irish Air Corps Anson Mk I

1:48

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Project Motivation and Background

When Airfix announced the Avro Anson in 1:48 in 2022 I waited with reserved anticipation. Airfix said that they'd have the early and late canopies in one box; colour me excited as I had several schemes in mind, but two in particular that were high on my "must do list" before I'm pushing up daisies.

Being born in Ireland, naturally I have a soft spot for anything Irish and in particular the Irish Air Corps (*Aer Chornah Eireann*), so the first Anson on my list was the delivery scheme the Irish Air Corps received. It had silver wings and horizontal tail with a bright green fuselage, and finally highly polished engine cowlings. What an eye catcher! It was something off the beaten track from the usual yellow trainer schemes, (but I also want to build a Canadian trainer Anson in the typical BCATP markings as a 'shelf buddy' for the Irish Anson).

The Irish Anson

This aircraft is in the national markings of the Irish Air Corps. The Irish purchased four Ansons in 1937, serial

numbers 19 to 22 and another five in 1939, numbers 41 to 45. They did order another seven, however these last aircraft didn't get delivered due to the onset of WWII and the needs of Britain during this time.

I used Joe Maxwell's excellent research article for reference on the green fuselage/nacelle colour on this aircraft. My thanks to Garfield Ingram (the master of colour) for mixing the paint for this Anson.

The Airfix kit build

The new Airfix Anson is a gem; well, sort of! I started this kit with great enthusiasm and I have to say it's one of Airfix's finest releases to date; however it has a few issues that plague the kit. On a positive note, they've molded this kit in the harder grey plastic not the soft blue/grey plastic they have used on other kits.

I built this kit basically out of the box except for the addition of seatbelts and some hydraulic piping added to the front of the engines. The clear parts are exceptionally clear and require care in handling and fitting.

The other area of concern when Airfix showed us the test-shot build was the rippled wing surface that represented the fabric-covered wooden paneled skin on the Anson, I for one was a little apprehensive about this aspect with the kit, however I can honestly say it really is a nice feature and looks quite subtle even with a silver coat of paint on top (Fig. 1).

A 1970's Ukrainian-built Antarctic snow cruiser

Building a 1:35

Kharkovchanka 2



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(Editor's note: at IPMS Hamilton's HeritageCon March 2022 contest this model placed first in the Armour, Scratchbuilt and Major Conversions category.)

Project Background

Some of my best modelling inspiration comes from articles, photos, or videos depicting unusual and interesting vehicles and events with storied backgrounds. Such is the subject of this build, an enormous off-road vehicle, or snow cruiser, purpose-built for moving people and supplies across Antarctica and the South Pole. I first discovered it on a YouTube documentary, and researched it on-line by combing through whatever articles and photos I could get my hands on.

More than half a century ago, on February 10, 1959, a column of tracked all-terrain vehicles designed and built in Kharkiv, Ukraine made an unprecedented crossing of

Antarctica. On snowy ice pack and unforgiving terrain, these vehicles – named “*Kharkovchanka*” – covered 2,700 km in high winds and temperatures as low as -80°C (-112°F), travelling from Mirny Station to the South Pole.

Two generations of *Kharkovchankas* (Russian: Харьковчанка, “*Woman of Kharkiv*”) were designed and built by the Kharkiv Transport Engineering Plant, and later manufactured by the Malyshev Factory, in Kharkiv, Ukraine. Both were based on the AT-T heavy artillery tractor platform, which is itself based on the T-54 tank. The

*First-generation
Kharkovchanka*



Stocky's Stable:



Two of Ours...



Two of Theirs...



A selection of 1:32 WWII fighters flown by RCAF W/C JF Edwards

By John Lumley, C#1000
Winnipeg, Man.



Wing Commander James Francis Edwards, CM, DFC & Bar, DFM, CD

James Francis Edwards, better known as 'Stocky' Edwards, was born in 1921 in the rural town of Nokomis, Saskatchewan. He enlisted in the RCAF in 1940 and was both a fighter pilot and a leader, earning several high-level awards, including becoming a Member of the Order of Canada (CM), the Distinguished Flying Cross (DFC) and Bar, the Distinguished Flying Medal (DFM) and the Canadian Forces Decoration (CD) for his service. That included the downing of 19 enemy aircraft plus 9 'probables' and destroying a number of vehicles and aircraft on the ground.

While he is often remembered as the highest-scoring Allied ace of the Western Desert Campaign, where he flew Kittyhawks with 94 and 260 Squadron (Sqn), he went on to fight in Italy with 417 (RCAF), 92 and 274 Sqn and then as Wing Commander 127 Wing RCAF in Eindhoven, in the Netherlands.

After the end of hostilities, Stocky remained in the postwar RCAF despite being required to drop in rank to Flight Lieutenant. He went on to excel in a variety of assignments including becoming Commanding Officer of 430 Sqn in

North Bay, Ontario, equipped with the then-new Canadair F-86E Sabre 2s and later, as Wing Commander (the rank he had attained during WWII), commanding the RCAF's No. 2 (F) Wing with NATO at Grostenquin, France, again flying Sabres. He later served in NORAD HQ in Colorado Springs, USA, and as Commanding Officer of the NORAD radar site at Canadian Forces Station Baldy Hughes near Prince George, BC, before retiring from military service in 1972. Last but not least, Stocky co-authored, with Michel Lavigne, the book, "Kittyhawks Over the Sands, The Canadians and the RCAF Americans". If you can find a copy, read it. Sadly, James Francis 'Stocky' Edwards passed away in May 2022 at the age of 100.

Four of Stocky's Aircraft in 1:32 Scale

Rather than provide a detailed narrative on my build of four of the aircraft that Stocky Edwards flew, the following will give a complete summary of that for the 94 Sqn **Kittyhawk Mk IA**. The rest of this article provides an abbreviated summary of three other aircraft – the 260 Sqn **Bf 109 F-4 Trop** that he had an opportunity to fly, his personal **Spitfire Mk XVI** and his, yes, his, **Fw 190 F-8** while he was commanding 127 Wing RCAF in Eindhoven. Why did I take this approach? All the techniques used will have already been described in the P-40 build so I felt that there was no point in repeating myself and using up valuable **RT** space that could be devoted to other subjects.

Those of you who may be more ambitious than I and wanting a more expansive Stocky Edwards aircraft display, might also consider a 417 Sqn **Spitfire Mk VIII** and a 430 Sqn **Sabre Mk 2**. Just a thought...

MPC's 1:25 Trikes



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Introduction

About 1971, MPC released six 1:25 scale model kits of custom trikes. Four of these kits were re-released in 2005 with new box art, new decals and different names. In late 2020, all six original kits were re-issued under the 'Trick Trikes' label, with all new decal sheets, different coloured clear parts, and four of the original kits had new names.

The models fall into two broad categories:

Honda-powered trikes

These models use an inline four-cylinder air-cooled motorcycle engine with a chain driving the two rear wheels on a solid axle. Four exhaust pipes exit the rear underneath the body:

- ◆ Mail Box Chopper (Ed "BIG DADDY" Roth)
- ◆ Tiki Trike (originally the Digger Trike)
- ◆ Cobra Chopper



Chevy-powered trikes

These use a small block Chevy V8 engine connected to a differential rear end. Tall intake trumpets provide power and exhaust pipes are either straight, or four into one, all with no mufflers. The models are:

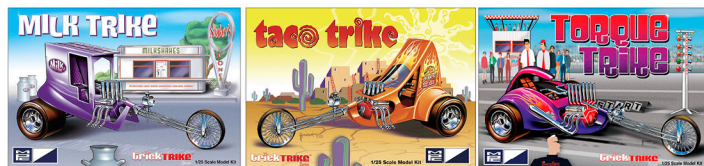
- ◆ Milk Trike (originally the "T" Trike)
- ◆ Taco Trike (originally the Wedge Chopper)
- ◆ Torque Trike (originally the Black Max trike)

Are these 'Real-World' trikes?

The Mail Box Chopper has always been labelled as based on a vehicle from Ed "BIG DADDY" Roth, the famous "Kustom Kar" designer, known widely for creating the "Rat Fink" cartoon character (see ratfink.com for more information). However, the model bears only a passing resemblance to the actual Mail Box vehicle designed and displayed on the custom show car circuit by Ed Roth, but that's another story.

As to the roadworthiness of these trikes, if they were actual vehicles, there are some issues:

- ◆ Some of them would be extremely difficult to get into



Broadening Horizons in My Scale Modelling

Or...

Ink...

(what is it good for?)

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For me, 2023 was all about expanding horizons, trying new things and experimenting. This doesn't mean I opened an Only Fans site; I wanted to experience different builds and use new tools and techniques. I built my first ship, aircraft in 40 years, Bandai Star Wars kit and Gundam. I expanded into new paint lines and used weathering pencils for the first time.

I firmly believe that we are in a Golden Age of Modelling. We've never had so many options in manufacturers, paints, tools, aftermarket goodies and subjects to build. We're also seeing changes in how we build, the materials we use and techniques to make our work look better, different or more realistic – wherever our muse takes us.

Like many of us, I look at YouTube, Social Media, and magazines to keep myself informed and updated with what's

happening. One Saturday morning over coffee, I started watching a video from Miniatic (@Miniatic) titled What are Inks For? (youtu.be/gB4MtYfOnbU?si=de2Fgup7psfx0Z7y); I had never thought or heard of using inks and after seeing what the tabletop and other miniature painters are doing, it engaged me into trying out inks on one of my armour kits. I wanted to see what I could do with this and what it would add to my builds.

I chose Takom's Blitz StuG.III Ausf.G kit (Takom #8004) as my test kit. A StuG is a nice solid rectangle, so it is a simple palette overall, and this is an excellent kit with good detailing and no significant issues.

Of the build and marking options provided with the kit, I opted for the Sturmgeschütz-Brigade 242, Monte Cassino, Italy, February 1944.

Kit selected – check. Paint scheme selected – check. Build it – check. The kit didn't take long, but one word of caution is to be careful when attaching the road wheels – the pins are fragile and don't take much handling to break off.

