



O.H.M.S.

Oklahoma Historical Modelers' Society
NEWSLETTER



Volume 49, Issue 1

January 2018

Coming Events

January 4-- OHMS Meeting. MOM contest.
January 18-- OHMS Meeting. Program Night. Build Night
January 27--CALMEX 33, IPMS/SWAMP, Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, LA
[Robert Leishman](mailto:Robert.Leishman@calmex.com) 337-589-4614
February 1-- OHMS Meeting. MOM contest
February 15-- OHMS Meeting. Program Night.
February 16-- ModelFiesta 38, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, Len Pilhofer –
MFDirector@alamosquadron.com

Meeting Reports

Business Meeting—December 7

There was some confusion regarding the Budget Build for this month and none showed up. To make up for it, the BB will be held in January and then will return to the regular, quarterly cycle with the next one in March.

Even though there isn't an official list out, the club voted to submit National trophy BOS sponsorships. We weren't able to get Best Diorama and Best Space/Sci-Fi as they had already been scarfed up. After some back and forth we ended up sponsoring the Best Miscellaneous and the Mike Fritz Award which goes to the best WW I aircraft.

Model of the Month— December 7



FT-17

Dave Kimbrell



1914 Model T Truck

Jeremy Thomas



Bergpanther

Robert Stingle



B6N2 Kate

Rick Jackson



S-199

Ethan Willis



Bergpanzer Tiger P

Robert Stingle

Dave wins this month with his 'tank under glass'.

There were a large number of WIP's, which bodes well for future contests.





Program Night—December 21

The traditional club Christmas party was held at Hobbytown and all of the normal events occurred. We noshed on pizza, watched a movie (*The Gumball Rally*) and had the gift exchange.

A few thoughts from the Head Chicken...



IPMS

OHMS became a chapter of IPMS/USA the year it was founded and we have managed to maintain that status for over five decades.

Some people disparage IPMS, but my experience has shown most people who do so are not and never have been a member of IPMS or participated in an IPMS National

contest. Other folks were members decades ago, but dropped out and have not kept up with the changes.

IPMS is not a perfect group. It is run by human beings who are mostly volunteers. They do their best to keep up with new trends and make several thousand people happy; it is not an easy task. Back in the 1980s, for a time, IPMS was very 'aero-centric' and seemed they were trying to drive out anyone who built anything but airplanes. But over the past quarter century, it has smoothed out quite well.

What I have come to appreciate about IPMS is that it is an omni-modeling organization. Groups like AMPS, while quite good, limit themselves to a particular subject. For the man-of-parts person like me, that is far too limited. At an IPMS contest, you can see all types of models.....cars, ships, Gundams, Star Wars, airplanes, figures, as well as tanks and airplanes.

Also, I like the contest judging methodology. Over the years, it has matured and works well. The teams of odd numbers judge the category picking a first, second, and third. The head judge inspects the results and makes the judges justify their choices. The team system works well with each member playing off the others to reach a consensus. Some say they are too meticulous, but when you have to cover over two thousand models in over one hundred thirty-five categories, you have to be choosy. Still, more than 60% will get awards.

IPMS is not for everyone, but if you are not a member try it for a year. That will cost you \$35 and will get you six issues of the Journal, which is a fair trade. Go to the website and browse through the forums. Submit some pictures to the member's gallery. Maybe join a SIG (Special Interest Group) or perhaps start one yourself. After a year, if you don't like it, let your membership lapse. Give it a shot and find out for yourself rather than listening to people who have never been there. The membership form is in the back in the newsletter.

Dave Kimbrell

The Dark Side

COME TO THE DARK SIDE.....there music in the cafe's at night and revolution in the air.

The M-26 Pershing Tank



The program, which culminated in the M-26 tank, began in March of 1942. It was plagued by bureaucratic infighting and poor military intelligence. The Sherman went into combat in October 1942 and was on parity with the current generation of German tanks. From the fall of Tunis to the landings in Normandy, there were no major tank battles in the west. While it was acknowledged the Sherman was inferior to the Tiger I, the Tigers were too few to do more than effect local tactical action. While the Allies were made aware of the Panther after the battle of Kursk...July 1943...it was believed Panthers would be deployed in a similar manner to the Tigers and have no more effect than the other heavy tanks. Sadly, the British and Americans would pay the price for lack of foresight.

At the time, the T-26 was considered a heavy tank. The desire was to create a vehicle which could face Tiger I tanks on something like equal terms. Over two years, it went through various configurations of turrets, suspensions, guns, and engines. Finally, in the late fall of 1944, General Barnes pushed to have some of the vehicles shipped to Europe for combat testing. It wasn't until he threatened to take the issue to General Marshall that everyone finally agreed and twenty were sent under OPERATION ZEBRA. The tanks were divided between the 9th and 3rd armored divisions. They arrived in January 1945 and went into combat in March.

The first one knocked out was struck by two 150mm rounds, which set the engine on fire and killed two

crewmembers. However, it was repaired and returned to service and served until the end of the war. The next one was "Fireball" which was hit several times by a Tiger I. One round struck at the aperture for the co-axial .30 caliber ricocheted around the turret interior killing the gunner and loader. It too would be repaired and serve until war's end. The Tiger, which killed it, was killed by another T-26 (the vehicle was still being tested and had not yet been standardized as the M-26).



While the Pershings gave excellent service knocking out multiple German tanks, the most famous action was the destruction of a Panther A in front of the cathedral in Cologne, Germany. The action being caught by a movie cameraman as it destroyed two Shermans, before the Pershing hit it.



The first twenty tanks were only a start and by the war's end, there were two hundred in service. Twelve tanks were sent to Okinawa, but due to military bureaucracy, arrived too late to see combat there. Of course, they would have been used in the invasion of Japan.

There was one extra vehicle sent to Europe in Operation Zebra. This "Super Pershing" mounted a much longer high velocity 90 mm gun. It can be easily recognized by the long gun and the counter balanced springs on the turret roof. The gun was to put the tank on par with the Tiger II. In arrival in Europe it was up armored with 80mm plates cut from a Panther. It is said it fired once at a Tiger II at extreme range getting a hit, but no examination of the target was made to record the success or failure. No others were built with this gun.

At the start of the Korean War, there were only three M-26 tanks in Japan. They, like the Sherman, were too heavy for the bridges and these three were left in a depot. Possibly, these were part of the Okinawa group.

Unfortunately, the fan belts had deteriorated and the replacements did not fit. When sent to Korea, the tanks were soon lost due to engine failure. Later M-26s sent to Korea had the newer air-cooled engines, which powered the M-46 and M-47.

The M-26A3 Pershing was a departure from pre-war tank design and, to some degree, a step ahead of the Panther, Tiger and T-34. The main change was the redesign of the hull into a box eliminating the sponsons. However, it did retain the five-man crew layout. The hull was made of cast armor and rolled armor plate. The suspension was a torsion bar system (NOT repeat NOT a Christie suspension as often claimed). The engine was basically the same as that used in the M4A3, but the transmission was fitted at the rear like a T-34. However, the engine and transmission could be removed and replaced as one unit; a configuration is still used to this day.

The turret carried a 90mm gun that was quite accurate. If properly bore sighted, it could sharp shoot individual German helmets at 625 yards. Still, the 75 mm gun of the Panther had better penetration.

Pershings weighed about forty-five tons... the same as the Panther... and had the same ground pressure. The engine was not meant for the weight and left the M-26 underpowered and a bit slow. Later versions would be updated with a new air-cooled engine, versions of which would be used in the M-46, M-47, and M-48. (The M-46, 47,& 48 would be named Patton tanks.) Exact comparisons are difficult to show. All three designs had good features and the main weapons often depended on the type of ammunition used. Still, the Panther probably had the best gun for the period.

This is a photo of me in an M-46 at Ft. Eustis, Virginia in 1959. This vehicle was a decommissioned vehicle used for loading drills on the ship behind it. That was the *Army* ship my father served on during the Korean War. This shows how fast these tanks went out of service.



The Kits

The Pershing has never been an overly popular modeling subject due to its limited combat history. It was never sold to other countries making the USA the only user. Sixty years ago, **Aurora** had out an M-46 in roughly 1/48th. That was it, until **Italeri** released their M-47 in 1978, but they failed to follow it up with any other related kits. The Italeri kit is still the only 1/35th M-47. About twenty years ago, **Dragon** released the T-26A3 (M26A3) kit. They followed it up with a Korean War version and an M-46. In more recent years, **Tamiya** has released their own version, but made no attempt to follow up with an M-46. More recently, **Hobby Boss** has released their versions of the M-26 both WWII and Korea. Both **Hobby Boss** and **Tamiya** have versions of the Super Pershing, but oddly do not offer the added on armor.



question about all those SS figures for sale. So, if you are looking for a historically significant car to model.....



Dave Kimbrell

General Knowledge and Private Information

Timothy McVeigh's Car

I went to the Oklahoma City memorial last October when I had family in town. This was the first time I had gone through the museum. Well worth a visit, if you haven't already done so. One of the items on display was the car he was captured driving. Some might feel this is an inappropriate subject for here, but that would raise the



BATHYBUB ADMIRALS

A Couple of In-the-Box Reviews

Here are a few quick reviews of some kits that I self-gifted myself for Christmas.



Academy 1/700th USS Enterprise

Enterprise and her sisters have been kitted frequently, but most of the releases go way back and the quality suffers as a result. This kit was released in 2017. This makes it, and the Trumpeter kit from a few years ago, the first new plastic kits in this scale in nearly 40 years. There have also been resin kits, but more on them later.

The best of the earlier kits was the Tamiya release from the 1970's. From a purely molding standpoint it is an outstanding kit. Its primary flaw, though, is that it is under-scale, working out to nearly 1/720th. This makes the length nearly 1/2in short.



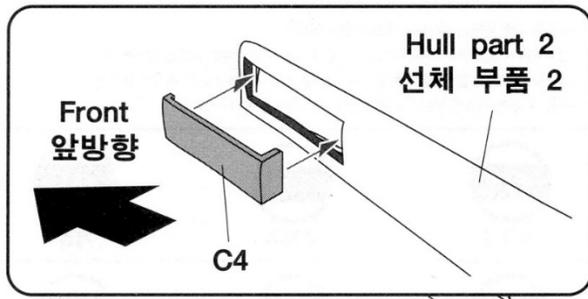
I've seen reviewers who also say that the island is too narrow. Whether this is an outgrowth of the scale issue or it is actually too thin is something I haven't looked into. The Trumpeter kit is a down-scale of their earlier 1/350th scale *Hornet* kit and has been properly vilified over the shape of the bow which has been described as a 'freighter hull' rather than representing the shape of this class.

You have a full-hull option with a red, lower hull. This fits very well and almost no filler will be required. Scaling is spot on. Measuring the length of the lower hull at the waterline comes out at 767 ft. versus the 770 ft. listed length. That is well within any measuring error.

The molding really looks a lot like the Tamiya kit. The flight deck planking is very nice as well as the tie-down strips. The forward and aft elevators can be put in either up or down positions. The hull is properly shaped at the bow and the degaussing cable is represented. If anything, care must be taken while painting to avoid obscuring all of the detail.

You get four SBD's, F4F's and TBD's in the kit. They aren't bad. They give you plenty of decals for nearly a full air wing but you will need to go aftermarket to get more aircraft.

Now for the complaints.



After praising Academy for giving you a lower hull option, for some reason there is a separate part at the bow that must be glued in and filled. Perhaps it had to do with avoiding shrinkage or warpage during molding. Regardless, any option for the modeler to not have to paint the lower hull goes out the window.

Like every manufacturer before them, they have almost certainly designed the kit so it can be re-boxed as the other ships in the class. Since both *Yorktown* and *Hornet* were sunk in 1942, we are once again offered a kit of *Enterprise* from the same time period. Only the resin manufacturers like Tom's Modelworks have taken the extra step and issued *Enterprise* kits from 1944 or 1945 with all of the associated modifications. Unfortunately, you must also pay resin prices to get that.

My previous experience with Academy kits has shown a tendency to have the details come out a little soft. As previously mentioned, that doesn't seem to be the case here with the hull, deck and island. The molded-on detail is very crisp. The other parts do leave a lot to be desired. The weapons are not very detailed, especially the 5" AA guns. I would really recommend aftermarket for these and for the 1.1" mounts. Blue Ridge Models has what you need for this class covered in some 3D printed weapons sets. You should take care that any parts or PE you look at aren't designed for the Tamiya kit due to the scale issues.

Another curious feature is the hangar curtains. The kit comes with a detailed hanger deck with the opportunity to add stored aircraft, but all of the curtains are molded into the hull in the closed position. These were in the up position most of the time for ventilation, so you would have thought at least some of them would be separate parts and give you the option of leaving them open. Cutting them out won't be a major effort, but they shouldn't put you in that position.

The kit I have is a "Modeler's Edition" although I haven't seen a box that didn't say that. That means it comes with a few extra goodies. You get a small fret of PE. Most of

it contains the railings that are custom sized for specific locations. It also has a few ladders and the radar. I would like to have seen them add funnel caps, though.

You get a large painting mask sheet. I'm not sure how useful this will be. While it will help on large areas like the flight deck, there are lots of miniscule masks for areas on the island that applying and removing them may be nearly impossible without damaging the paint underneath in the process.

Finally there is the decal sheet. In addition to the aircraft markings it contains the deck striping, elevator stripes and national insignias for the aircraft. I'm not sure that the elevator "X" markings were in use at this time, so you should look into this before using them.

Despite my nit-picking, I think this is now the gold standard for a plastic kit of this ship/class.



Trumpeter 1/350th HMS Exeter

This one is fresh off the boat and the only game in town in 1/350th scale plastic as I discussed a couple of months ago. Detailing is good and, given that *Exeter* is somewhat austere anyway, there aren't many places for them to shine. I do think it is a little heavy on some of the items like the catapult. Give it a little time and someone will probably come out with some PE for the kit. Hopefully it won't be a set replacing 40% of the kit parts and costing three times the price of the kit.

It doesn't look like the main deck is 'universal' with provisions for adding the AA sponsions or modified masts for the post-River Plate refit, so this is a potentially different part in a future kit. The bridge is also different and the part is placed where a different version could be sited on a different sprue. Masts and the AA guns themselves would complete the modifications.

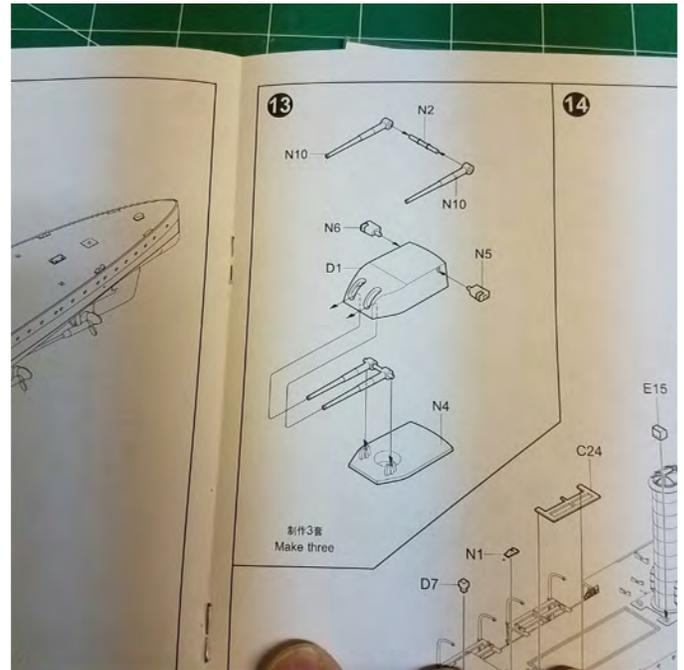
The kit is full hull with no provision for doing it as a waterline. The waterline does fall along a particular plate-line, so masking for painting will follow it down the length

of the hull. If you want to cut the lower hull off for a waterline model you can cut using that as a guide.



It comes with two PE frets. One contains all of the railings. The other has the aircraft crane, funnel caps, ladders and various bracing.

For all of the nice items, I do have some heartburn. The turrets and guns are the standard barrel-glued-into-a-post. The openings are very large so it is really easy to see into the empty turret behind the barrels.



The same 8" mount was carried on the County/Type A cruisers. This photo show what appears to be a large, curved trunnion right behind the face which obscures much of what lies behind.

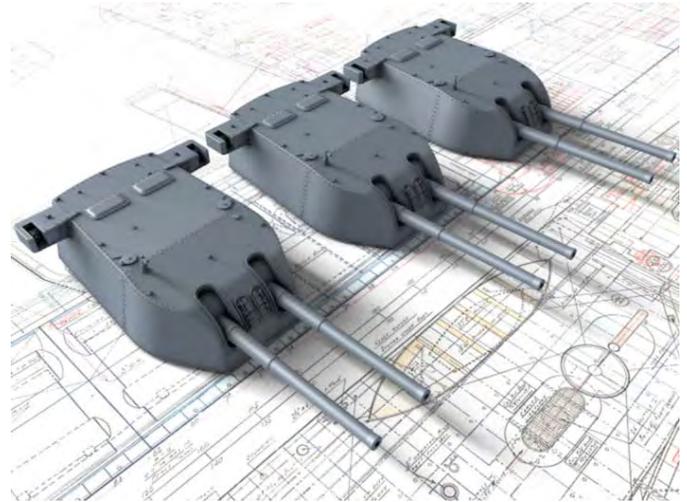


Also note in this photo taken at the Vickers plant how there is a fillet extending back from the face to create a seal against the trunnion. Adding those elements to the kit parts will solve most of the problems.



They could also be bloused like this at anchorage picture of *Canberra*. The covers are removed on British ships for action unlike the way US ships carried covers that remained in place all the time.

Don't feel like doing all that work? No problem. Shapeways has a set of turrets in 1/350th (and 1/700th) that are dynamite if they are anywhere close to the computer renderings. The set goes for just over \$25.



An even larger issue is with the bridge. It is completely hollow on the inside so you can see all the way through to the other side. Obviously this isn't accurate. I guess Trumpeter wasn't able to find any documentation on it and just dropped any pretense of putting in an interior.



I believe this wasn't much more than a walkway with an interior bulkhead on the sides and some type of command area at the front. I don't have plans (yet) and it demands some more research before putting in an interior.

My AMS has kicked in on the decals. You get air recognition "EX" to go on top of each turret. I have yet to find any reference or picture that indicates they existed. Most RN photos were taken from dock or water level where you can't see the turret roofs. The closest I have found is the post-battle picture of the burned out forward turrets. I

believe if the markings were there, some evidence would show on top of turret A. (Note how the picture also shows the trunnions.)



As they markings are in the kit, they would have probably been removed after the refit since the two AA mounts were added to the top of B turret. They certainly don't show up in any of the aerial photos taken by the Japanese in early 1942.

On top of this, the only time I've seen someone use them, the lettering was black, not red as in the kit. If someone had found a photo, it would be impossible to tell the correct color in a black and white picture. Red just doesn't make sense to me.

You get two Walrus floatplanes in the kit molded in clear. *Exeter* didn't have a hangar for storage, so they had to be carried in the open on the catapults. Due to the clearance, they had to have the wings folded when both were stored. You will have to perform some surgery on the kit planes to do this if you want to use both.

Once again, this is a welcome addition to plastic kits of a significant ship. I builds up to an impressive size and should be quite nice when finished. Waiting for aftermarket options may it possible to do even more.

Rick Jackson

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OHMS EVENT CALENDAR

2019

January

- 4 OHMS Meeting. MOM contest. Budget Build contest.
- 18 OHMS Meeting. Program Night. Build Night
- 27 CALMEX 33, IPMS/SWAMP, Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, LA [Robert Leishman](#) 337-589-4614

February

- 1 OHMS Meeting. MOM contest
- 15 OHMS Meeting. Program Night.
- 16 ModelFiesta 38, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, Len Pilhofer - MFDirector@alamosquadron.com

March

- 1 OHMS Meeting. MOM contest. Budget Build contest.
- 15 OHMS Meeting. Program Night.
- 30 RiverCon VIII, Bossier Civic Center, 620 Benton Rd, Bossier City, LA,, IPMS/Red River Modelers, contact [Andy Bloom](#) 318-294-2414
- 30 IPMS Tulsa Modelers Forum model contest, Bixby Community Center, 211 N. Cabaniss, contact [Greg Kittinger](#) 918-260-8349

April

- 5 OHMS Meeting. MOM contest.
- 19 OHMS Meeting. Program night. Build Night
- 27 IPMS Houston Modelmania 2019--Stafford Center, 10505 Cash Road, Stafford, TX 77477. Contact [Tom Moon](#) 832-512-0107

May

- 3 OHMS Meeting. MOM contest.
- 17 OHMS Meeting. Program Night. Night at the Museum (TENTATIVE)

June

- 1-2 Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa
- 2 **Region 6 Contest** Scalefest—IPMS/NCT— Grapevine Convention Center, 1209 S Main St. [Map](#) IPMS-North Central Texas
- 7 OHMS Meeting. MOM contest. Budget Build contest.
- 8 IPMS Metro OKC will host Soonercon at Council Road Baptist Church, 2900 North Council Road, Bethany, Oklahoma. Contact [Richard R. Fisher](#) 918-724-8929
- 8 Heartland Model Car Nationals. Overland Park Convention Center, 6000 College Blvd. IPMS KC Slammers Model Car Club Contact [Bill Barker](#) (913) 250-0906
- 21 OHMS Meeting. Program Night.

July

- 5 OHMS Meeting. MOM contest.
- 19 OHMS Meeting.--Program night. Build Night.