



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 48, Issue 11

November 2018

Coming Events

November 2--OHMS Meeting. MOM contest
November 16-- OHMS Meeting. Annual Club Auction
December 1--OHMS Meeting. MOM contest. Budget
Build contest.
December 15--OHMS Meeting. Christmas Party

Meeting Reports

Business Meeting—October 5

In an effort to reach out to potential modelers, the club is placing an advertisement in the OU student paper and on line presence. The idea is that we can pique the interest of people that haven't heard of the club and get them to drop by for a meeting.

We've also received the annual IPMS charter renewal paperwork that will be turned in by the end of the year.

We are reaching out to the 45th Infantry Museum for a club 'open house' meeting. Many years ago, OHMS actually had club meetings at the museum until logistics of the twice-a-month Friday nights became unworkable.

The idea is that on a program meeting night we will meet at the museum and be able to get personal viewing of some of the off the tour items. To avoid weather and already scheduled stuff, the target for this is May of 2019. More on this later.

Model of the Month— October 5



'Moonshiners'

Jeremy Thomas



Leopard 2A6

Butch Maurey



Ju-87G

Ethan Willis

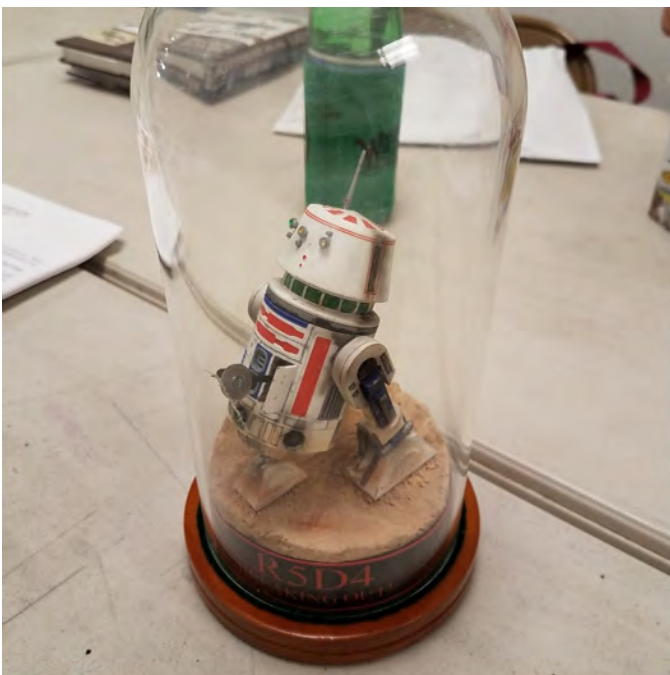


Freedom 7

Rick Jackson

Jeremy Thomas was this month's winner.

And there were some WIP's



R5D4

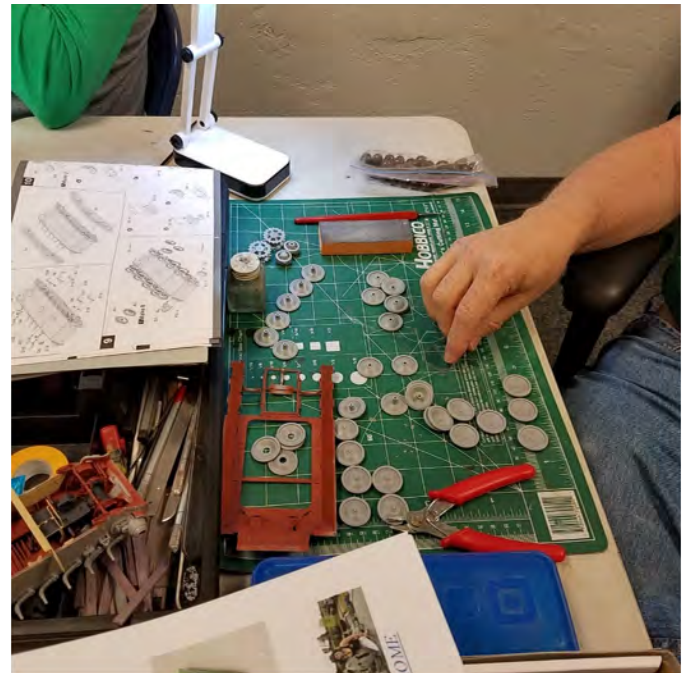
Dave Kimbrell





Program Night—October 19

This was a quarterly build night.



Club Auction

Each year the club holds a kit auction the second meeting in November. The purpose is to raise operating funds for the coming year. Typically, this is where we get the money to pay for the Model of the Month trophies, fund the sponsorships for Regional and National trophy packages, and other expenses during the year. All items must be paid for in cash or by check at the end of the night.

Members raid their closets and donate kits to the club. All proceeds from the auction go to the club. Sometimes a

reserve is placed on a donation if it is really valuable and it's not uncommon for someone to even buy back their kit if it isn't getting a 'fair' price!

To participate, you must bring either two kits for donation (but more is ALWAYS preferable) or pay \$5 'admission' should you pick up any models. All purchases have to be paid for that evening, so bring a fat wallet or your checkbook.

In order to make this work, we need to have a record of everything sold, who bought it and for how much. We can then quickly let everyone know how much they owe. Step one is to make a log of the models and that takes time. If at all possible, please provide a list ahead of time to Rick Jackson so he can build the master list. An Excel spreadsheet e-mailed to rvjackson@sbcglobal.net is the ideal way as it can just be dropped into the master. Even a written list can work. Everyone else is encouraged to get to Hobbytown early on the auction night so the models can be logged in there if they haven't been taken care of ahead of time.

Remember that we will also have a new feature where the kits will be tiered in initial pricing with a minimum bid of \$0.25, \$2 or \$5. They will be marked and put in the appropriate pile so that when they are pulled for bidding everyone will know where to start. This will add more time to the check-in process, so it is even more important to get your lists to Rick ahead of time or arrive early on the night of the auction. So far a few members have submitted their lists, but we need more.



A few thoughts from the Head Chicken...



HISTORY

We get the word history...like so many...from the Greeks. The word *histor* means "learned man". History itself is a slippery and often illusive thing. Much depends on who wrote it, when/where it was written and well as when you are reading it.

Winston Churchill noted history would be kind to him because he would write it. This is true and applies to many of the famous, for no one wants to look bad for posterity. If you read the generals, for example, most will say the failures were due to the instructions and meddling of their political masters. However, a bit of research shows they often made the bad decisions or wholeheartedly went along with a crazy plan. Far too often, many people focus on the tactical instead of the more important logistical elements.

Even well-known historians make mistakes, or color things. Uwe Feist calls the end of WWII an "armistice"! One author referred to a German aircraft insignia as a "cross roundel"! Another repeatedly calls the Panzerfaust a rocket launcher (it is a recoilless gun). And don't even get me started on the silliness of Bill O'Reilly's "killing series".

Does this mean history is nothing but a fable we have agreed upon? Certainly not! There is ample evidence Rome destroyed Carthage, the Holocaust occurred, Hitler committed suicide in Berlin, Patton was the victim of a drunk driver, Oswald shot Kennedy, humans built the pyramids and a meteor killed the dinosaurs. The squatting toad of truth is out there and usually sitting in plain sight.

Nevertheless, remember, the "books" we often use...*In Action*, *Ospreys*, *Kagero*, etc....are really more pamphlets

than full books, not everything on the internet is true, new information is always turning up (so check the copyright date and the bibliography), avoid conspiracy theories (none, repeat none, are true). BEWARE the *Photoshoppy!* (far more deadly than the Jabberwock). *Develop a parallax view, I.E. get more than one source.* And most important of all, aluminum foil will not stop the aliens from reading your mind.

Dave Kimbrell

The Dark Side

Come to the Dark Side... there are cracks in everything, that's how the light gets in.

The Holt 75 Tractor





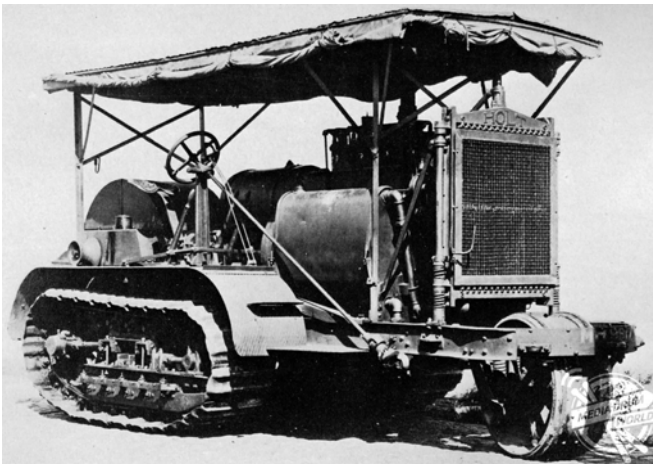
The Holt manufacturing Company began with the founding of the Stockton Wheel Service in 1883. Holt Manufacturing was incorporated in 1892 and by the turn of the century was the leading manufacturer of combine harvesters and stream traction engines.

The caterpillar design came about by attaching wood slats to a drive chain.

This allowed the steam tractors to work in softer ground than wheeled tractors. As early as 1904, they began experimenting with the retarding of one tread or the other to steer the vehicle. Around 1906, the steam engine was replaced with a gasoline engine. This reduced the weight, produced greater power to weight ratios and reduced crew needed to operate it. The steam engine required at least seven men. Early models were 40 to 45hp (these may be the ones with the boxy radiator fan or it may simply be a change in design) and looked very similar to later models. After some study, it appears the Model 120 had four exhaust stacks while the Model 75 has one. Also, the fuel tank of the 120 is longer.



Edited by



At the start of WWI, there were three main models, the 60hp, 75hp, and 120hp. As the WWI, guns got bigger and heavier; the Allies quickly discovered these were better for moving them, than horse teams, which often died trying to pull the loads over muddy ground. Not that they moved them very fast with a top speed of 4mph and only 2mph pulling a load. About 2000 of the Model 75 were built during the war with 445 license built in Great Britain. Some of the Model 60s were armored as you can see from this example at Ft. Sill.



Based on the images, there is difficulty in causally distinguish one model from another. According to some sources, early 60s had the front steering wheel which was eliminated on later models. The 1/35th **Trumpeter** Russian Chts tractor (\$47.00) is based on the Model 60 and there is a conversion kit by L.Z. Models (\$37.00) if you are interested in building the American tractor.



The Holt vehicles would be the inspiration and basis for the first tanks. By the time the British design was fielded, they had done away with that pesky suspension and put the tracks on un-sprung rollers. However, the French and Germans wanted a softer ride, so they retained the springs.

Of course, civilians used these tractors for many purposes offering the model builder an excellent choice of colors and markings.





At the 2015 IPMS National in Columbus, I purchased a **Resicast** kit of the Holt 75. It is a very nice mostly resin kit in 1/35th scale. A new kit released in 2014, the directions are photographs and clearly show the assembly, including designs for jigs to get things in the right place. Along with the resin, there is a fret of P.E., single link tracks, and some plastic rod. Rare for resin kits, there is also a small sheet of decals. They do not call it a Holt 75, but merely a WWI heavy Artillery Tractor (kit No.351240) Price \$155.00.





This year, **Roden** has released the same vehicle in injection-modeled plastic. They do call it a Holt 75 Artillery Tractor. (Kit no.812) Preliminary inspection show it to be nicely molded kit with two sets of markings...one for an unidentified British unit and an unidentified American unit. Both sport the British WD (War Department) markings. Price \$56.00. It has twelve trees of parts and no P.E. It also has single link tracks. The only things it lacks are the curtains hanging from the roof, but these are easily made and not seen on all vehicles. It would have been nice to have civilian Holt decals included with the model

As you can see, I have encountered the classic problem I have mentioned in previous articles. I waited too long to build the resin kit and it has been somewhat superseded by a cheaper plastic kit. Not that the **Resicast** kit is bad, at all. In fact, its quality and level of detail is equal to the plastic kit. It is just that the **Roden** kit is one-third the price and most likely an easier build. I had intended to build the resin version for the 2017 National, but got distracted by other things and missed my window.

If you are an automotive guy and like mechanical things, this would be a good kit to fiddle with. The engine detail is plain to see and there are plenty of non-military subjects from which to choose.

General Knowledge and Private Information Ju-52s over Crete

The German invasion of Crete in May 1941 was one of those unsuccessful successes. While they captured the island, the airborne troops were gutted and the Germans never launched such an assault again.



There is a film showing two Ju-52s being shot down over Crete in 1941. *After the Battle Magazine* has identified these to aircraft. A third plane from this flight went down in the ocean, but it has not been specifically identified. The one over the building is **G6+EK** and the one over the rock is **G6+KL**, both were from **2./KGr.z.b.V 101** and were part of the assault on the Heraklion airfield. Lt Gordon Hope-Morley of the British 14th Infantry brigade shot the original film.

They were both carrying 3.7cm anti-tank guns (which can be seen in the wreckage) which required greater altitude for the parachutes making the planes easier targets. Both were lost with all hands. Most Ju-52s shot down on Crete crash-landed with little loss of life.



Dave Kimbrell



BATHTUB ADMIRALS

HMS *Exeter*

The majority of ships pass through history without making a blip. Others are so famous that the mere mention of their name get recognition from everyone that

hears it. The third group are those ships that are highly respected by their countrymen but are relatively unknown by people from other countries. HMS *Exeter* falls in that group.

Exeter started her life as ‘just another ship’. After the Washington Treaty was signed, England began developing plans for cruisers that met the 10,000 ton restriction. These initial ships, known as A Class to the Royal Navy and *County* class to most everyone else, were developed in the mid-1920’s.

England had unique issues. She still had a far-flung empire that needed many ships to maintain protection of trade routes and facilities. Building ships of the maximum tonnage would result in too few hulls. So, a second type, the B Class, was developed. At only 8,500 tons, seven hulls could be built for the same total tonnage as six *Counties*. This is one of the rare instances where newer ships actually got smaller.

England planned on seven B Class, or *York*, cruisers to be built but only *York* and *Exeter* were completed. To the naked eye you might not think them as sisters because enough time passed between them that several modifications were incorporated in *Exeter*. *York*’s bridge was taller and farther back from turret two for clearance because of plans to incorporate a catapult on top of the turret. She also had raked funnels and masts. When it was determined the turret couldn’t support the catapult, *Exeter* was designed with a lower bridge closer behind the turret. She also had straight funnels and masts.

Not only were the *Yorks* dimensionally smaller, they reduced weight by having only three twin 8-inch turrets and two funnels versus four and three, respectively. Also to save weight, the upper deck from the funnels to the stern was cut down one level. Both ships were completed in the early ‘30’s.



A Class HMAS Australia

To Preserve the Past for the Future

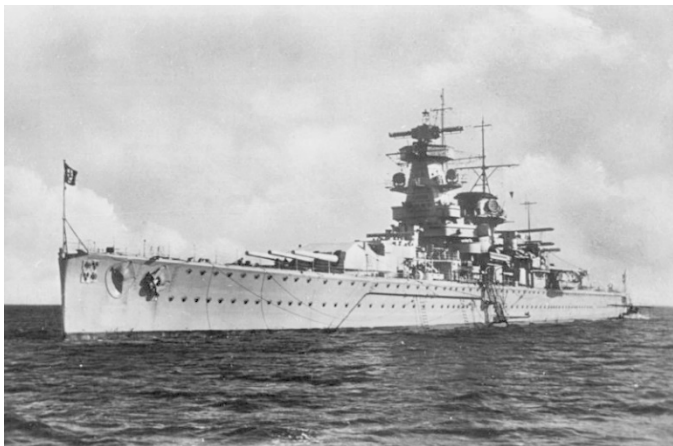
Est. 1967—The tenth oldest chapter in the United States
Region 6 Newsletter of the Year 2011, 2012 and 2014



Battle of the River Plate

As with all RN ships, *Exeter's* career was uneventful up to the start of WW II.

German naval strategy in WW II mimicked WW I in the use of surface raiders to disrupt the flow of goods to England. Thus, with a few ships, they could tie up a disproportionate number of ships searching for them and escorting cargo ships.

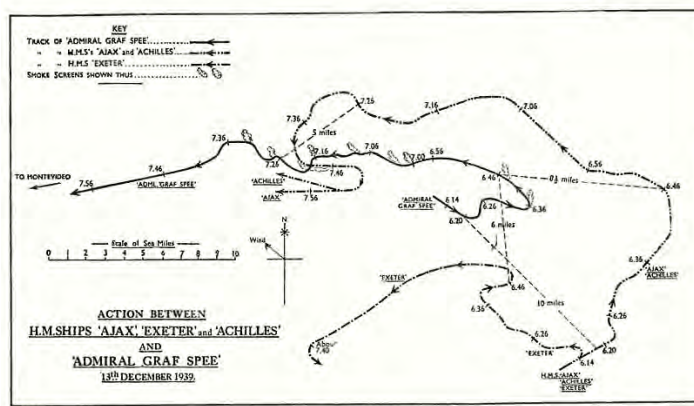


The *Panzerschiffs* made this doubly tough. All were prepositioned at sea when the war started and they immediately started disrupting trade. By mounting 11-inch guns, they were considered impossible for anything smaller than a battleship to engage them individually and they were much faster than any battleships. Only *Hood*, *Renown* and *Repulse* could match their speed. Thus, cruisers had to operate in groups when attempting to engage them.

Graf Spee was operating in the South Atlantic. The British had Force G consisting of two heavy cruisers—*Cumberland* and *Exeter*—and two light cruisers—*Ajax* and *Achilles*. Hans Langsdorff was commanding *Graf Spee* while Henry Harwood was in command of Force G. Force G was essentially the entire RN off the South American coast.

Cumberland was on quick recall while making repairs in the Falklands. Harwood, with his flag on *Ajax*, deduced the Germans would next target the River Plate estuary and some merchant ships confirmed her presence. The battle occurred on December 13, 1939.

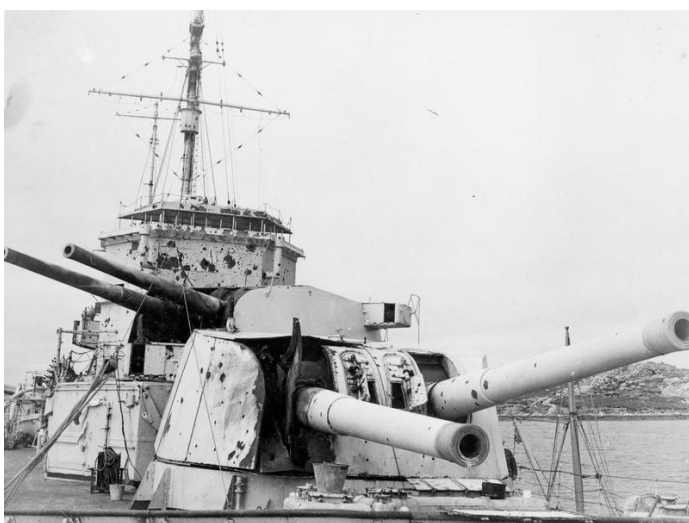
While the British had a tactically sound plan for engaging *Graf Spee*, Harwood managed to muck it up. In a daylight battle, the force would split into two groups with *Exeter* and the two light cruisers going to opposite sides of *Graf Spee*. In this way, her fire would be divided and accuracy would suffer because only a single turret would be firing at a target.



This initially happened, but *Graf Spee* began to focus on the more dangerous ship and started pounding *Exeter*. Instead of closing to both take advantage of unimpeded fire and to relieve *Exeter*, Harwood instead remained at long range where his 6-inch guns had little chance of hurting *Graf Spee*.

Despite his advantage, Langsdorff also messed up by not pressing home the attack, especially after *Exeter* was down to only one operational gun in turret three. He could have significantly cut the force by sinking *Exeter* but chose to

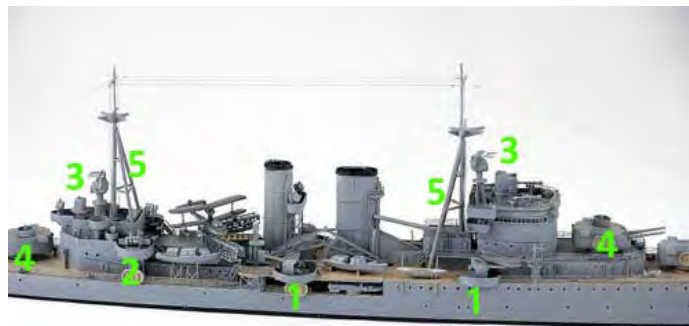
move into Montevideo instead for repairs. *Exeter's* engines were still in good shape, so she was able to steam to the Falklands for basic repairs.



Exeter needed major work beyond what could be performed in Port Stanley. It is believed that there was some consideration to simply leave her where she was for who knows how long, maybe even the duration of the war. Churchill apparently saw the morale damage that would be done by 'abandoning' such a brave ship and made sure that *Exeter* returned for repairs, making it back to England on February 14th, 1940.

Atlantic Duties

Exeter was a long time in repair, partially due to the significance of the damage and partially due to the many other needs in Devonport. She finally put back to sea in March of 1941.



A model depicting the repair changes: 1) Twin 4" Mk XIV mounts replacing the single 4" AA guns, 2) 8-barrel, 2pdr pom-pom on each side, 3) HACS added fore and aft, 4) 50cal MG in tub on top of turrets, 5) masts changed to tripod style.

She spent some time in the Atlantic on convoy escort and then began to work her way to the Far East. First she sailed to Colombo and other Indian ports. After the attack on Pearl Harbor she was ordered to join up with *Repulse* and *Prince of Wales* in Singapore. Fortunately, she didn't arrive in time to also be sunk by the Japanese with them.

Are You looking for plans of these ships? We have it!
<https://blueprintsofwarships.com.pl>
 Drawings: Slawomir Brzezinski

DE RUYTER



JAVA



USS HOUSTON



HMS EXETER



HMAS PERTH



Cruisers of the ABDA force, the largest ships at their disposal.

When Singapore fell in February of 1942, *Exeter* became part of the ABDA (American-British-Dutch-Australian) group which was a hodge-podge of all ships still afloat in the Indies.

ABDA was under the command of Admiral Karel Doorman on the Dutch cruiser *De Ruyter*. These ships were under constant pressure by superior Japanese forces which whittled away at them. First was the Battle of the Java Sea and then Sunda Strait. Within three days, only *Exeter* and two destroyers remained and *Exeter* was seriously damaged. On February 28th they were again attempting to escape through Sunda Strait when a larger Japanese force sank them.

Kits

With such a storied history, there have been several issues of kits of *Exeter*, but not what you would expect. Probably the oldest is the 1200th scale offering from Eaglewall which could be paired up with the other ships from the Battle of the River Plate.



Frog released a version in 1/500th scale. This is the post-repair version. This mold has been handed around forever with Novo, Kopnak, UPC and others having boxed it. Essentially, any 1/500th scale offering is this same model.



In the 1970's there were two 1/700th scale issues from AMT and Matchbox. While sources suggest they are not related, they use the same box art and I believe they are the same mold. Both of these are the 1939 fit. A recent release by Alanger is in the same scale and is supposed to be this same kit.



If you've been paying attention, you'll notice a name missing from this list. While there have been several releases of *Ajax*, I have found no evidence of *Exeter* having been kitted by Airfix!

There was a lull in kitting of *Exeter* for nearly 20 years. Initially it picked up with resin companies issuing both 1/700th and 1/350th versions. Niko has issued a 1939 and a 1942 version while Samek has only a 1942 version. You can't go wrong with either company but you should be prepared for very small and detailed parts and PE.



I have seen *Exeter* built in 1/350th and the only manufacturer I have found so far is Iron Shipwright.



David Hogue's 1/350th Exeter won Best Ship at 2018 Regionals in San Antonio. I failed to check what kit it was but I am assumint it is the Iron Shipwright.

In the last year there has been another batch of kits released of *Exeter*. Two so far have been issued/announced in 1/700th scale by Aoshima. Both are of the post-repair version. The only difference is in the goodies included in the box. The 'Atlantic Convoy' version contains a couple of *Flower* class corvettes. The 1942 'sinking' version also has the Destroyer *Inazuma* which picked up most of the survivors from *Exeter*.



The 1/350th scale ship from Trumpeter is appropriate for the Battle of the River Plate.



I fully expect both Aoshima and Trumpeter to release 1939 versions in 1/700th scale. I would really like to see the current Aoshima kits to see if the hull is already designed to accommodate the earlier weapons and, more significantly, if they are already on the sprues allowing you to build a 1939 version already.

Knowing Trumpeter's MO, a scaled-down version in 1/700th is a foregone conclusion. The question is how long will it take.

Rick Jackson

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OHMS EVENT CALENDAR

2018

November

- 2 OHMS Meeting. MOM contest
- 16 OHMS Meeting. Annual Club Auction

December

- 1 OHMS Meeting. MOM contest. Budget Build contest.
- 15 OHMS Meeting. Christmas Party

2019

January

- 4 OHMS Meeting. MOM 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.
- 17 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.
- 7 Great South Tigerfest XXIV Scale Model Contest, New Orleans Flying Tigers Scale Model Builders, St. Jerome Knights of Columbus Hall, 3310 Florida Ave., Kenner, LA, 70064 contact Richard Marriott rmpaintingmusic14@gmail.com
- 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

- 3-5 AMPS 2018 International Convention, Hope Hotel and Conference Center, 10823 Chidlaw Rd, Dayton, OH
- 3 OHMS Meeting. MOM contest.
- 17 OHMS Meeting. Program Night.

June

- 1-2 Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa

To Preserve the Past for the Future

*Est. 1967—The tenth oldest chapter in the United States
Region 6 Newsletter of the Year 2011, 2012 and 2014*