



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 49, Issue 9

September 2019

Coming Events

September 6-- OHMS Meeting. MOM contest. **OFFICER ELECTIONS.**

September 14-- **SuperCon 2019**, Bob Duncan Community Center - Vandergriff Park, 2800 S. Center Street, Arlington TX, IPMS - Fort Worth Scale Modelers, Dave Hibscher hurricaneyankee52@yahoo.com

September 20-- OHMS Meeting. Program Night. Pictures from IPMS Nationals

September 28--CASM Sproo-Doo 2019 Contest & Swap-Meet, The Innovation Hub, 201 E. Broadway, North Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact Ron Leker - rlsker@ct-t.com

October 4-- OHMS Meeting. MOM contest. Budget Build contest.

October 18-- OHMS Meeting. – Program night. Build Night.

October 19-- Cajun Modelfest 33 at LSU MiniFarm 4-H Building 101 Efferson Hall, CR4F+HX, Baton Rouge Scale Modelers

Meeting Reports

Business Meeting—August 2

As this was the meeting just before the exodus to Chattanooga there wasn't a lot of discussion about club business. The next few meetings on the schedule were mentioned.

We just learned that the IPMS national office has a new mailing address. It is

IPMS/USA
PO Box 1411
Riverview, FL 33568-1411

This means that the application form in the back of the newsletter is out of date. Mail sent to that address should be forwarded should anyone need to use it.

Model of the Month— August 2



SBD 3/4 Dauntless

Butch Maurey



F4U-1A Corsair

Patrick Hagelstein



Renault Taxi

Dave Kimbrell



Last Men on the Moon

Rick Jackson

Butch's BIG Merit Dauntless carried the day. (See how tiny that Corsair looks in front of it?)

Program Night—August 16

We had a roundtable discussion this evening. Everyone brought in kits, WIP's, kits, books, products and such and we essentially shot the breeze for the night.

Lots of ideas were passed around. It does make some difference when you see a model in a partially completed state and hear what is going into it and then see the finished product some time later.

Winners of our Sponsored Categories

You'll get to see more pictures that you can stand during the picture show on program night. However, here are the models that won in the categories we sponsored as a club and individually

Best Miscellaneous sponsored by OHMS



Now, if you remember, we also 'sponsored' the Mike Fritz award for best WW I aircraft. Come to find out, that is perpetually sponsored by IPMS Spruce Goose every year and they also provide the hardware. It shouldn't have been on the category list and wasn't caught until the week before the convention when the judging sheets were being printed.

We conceded that award to them. In compensation, we will be getting credit for two regular categories in the *Journal*—235 Military Vehicles Multi- or Towed Vehicles (non-diorama) and 305 Figures Dismounted Pre-1900.

All of this was worked out after the convention concluded, so if you go out to the SVSM or IPMS web sites and look at the awards presentation pictures you will see those as unsponsored categories.

Category 402-Battleships, Battlecruisers and Cruisers sponsored by Bathtub Admirals





Category 732-Figures sponsored by The Bolshevik Brothers



A few thoughts from the Head Chicken...

Model of the Month and Budget Build

OHMS was founded in 1967. At the start, they planned two intra-club contests a year; one each in the spring and fall. But almost immediately there was a problem because no one was bringing models to the MODEL CLUB meeting! Thus, the Model of the Month contest was created to encourage people to bring a model and talk about them. Since then OHMS has given out over 600 monthly awards.

In the early days, there was a monthly plaque and a perpetual plaque with the names of the year's winners. Also, the contests had a theme each month.... Midway, D-day, the Falklands, etc. All that evolved into the simple open contest and medallion we have now due to interest, or lack thereof. In the end, MOM serves to get people to bring out their models and talk about stuff and does it quite well. It is at its core a popularity contest going to the one who has something interesting and appealing to the majority on that evening. Rick, Steve, and I enter more as an act of participation than a desire to win and I wish more would so, too.

Almost two years ago now, we began the Budget Build because some felt it was difficult to compete with the veteran builders who had a big budget. When James proposed it, he made it sound as if it was a onetime event to see who could do the most with a tight budget. However, his intention was to do it monthly and ultimately, we compromised with a quarterly event. Since then, James has departed for another club and we have had confusion over when and what the BB would be. One month, everyone simply forgot about it entirely.

Personally, I never liked it because (as a common event) it seemed only contrived to offer a trophy to those who feel intimidated by other modelers. Since it is open to all members, it merely creates a second contest for no valid reason. As a onetime experiment, or maybe a once a year event, it was ok. However, it serves no real purpose that I can see because nothing in the BB that can't be entered in the MOM. Based on the past two events, it is no longer very popular. James and others won't even enter it even though we allow non-members to enter the contest. So, we will probably discontinue it in 2020.

Dave Kimbrell

The Dark Side

Come to the Dark Side..... defenestrations only when necessary.

The VW Beetle

Recently, **Rye Field Models** has released a 1/35th kit of the Model 82e of the iconic VW beetle, so I thought I would look at the new kit and the others available.

The Beetle was the brainchild of Ferdinand Porsche with the full endorsement of Adolf Hitler. Hitler did not drive but was a dedicate autophile. He saw the future as having

a car for every German family and wanted an affordable car for the people; a Volkswagen.



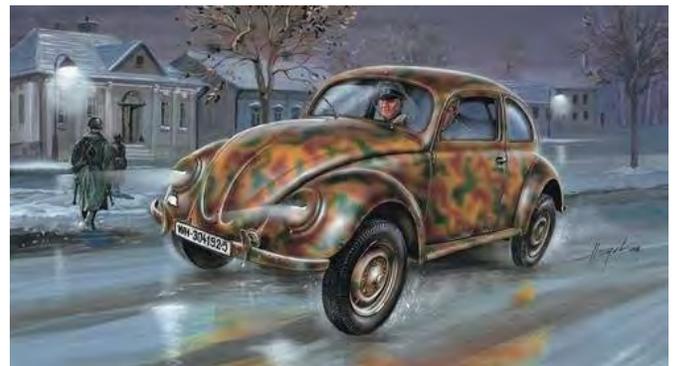
Just as the car was coming to fruition, WWII started and the factory in Wolfsburg (then KDF-Stadt) was turned over to war production. The vehicle itself became the Kubelwagen used by all the German military and anyone else who could get one. It has often been compared to the Willys Jeep, but that is unfair to both vehicles which were derived for different reasons. The Kubel was never seen as more than a light staff car for the Wehrmacht whereas the Jeep was seen as a light truck and recon vehicle. Both served their owners well. There were two VWs driven to Afghanistan in 1941. Each had some additional features that would not be seen until the 1968 model.



At the end of the war, Wolfsburg was in the British sector of Germany and to both repair their own VWs and put refugees to work, they began operating the plant to the point of producing new vehicles for the British Army. In 1948, they attempted to give the factory to FORD. But the Ford executives said they felt the car would never sell and turned the offer down. For more on the history of the company and the car, I recommend the book **SMALL WONDER**. The type 82 was basically the Kubelwagen.



There are several kits of the Type 82 Kubelwagen and Schwimmwagen. Tamiya and Italeri both have kits out of both vehicles. Personally, I think the Tamiya edition is the best in 1/35th. It also has a nice driver figure. (There is also a 1/16th Tamiya Kubel, if you can find it.) CMK has a couple versions of the Type 82E which is the Beetle body on a chassis with all-wheel drive...a hard top and soft topped Type 87. It is not a true civilian car, but one done for the military and the quasi-military Nazi hierarchy.

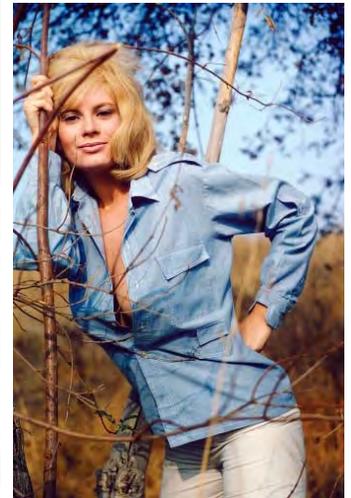




The CMK kit can be modified with a CMK resin aftermarket engine and interior. The RFM kit has the full interior with separate doors and hood. Tamiya also has a version in 1/48th which looks good beside aircraft. Special Hobby has a pickup version I 1/35th where the rear section is all resin.

These kits are not the civilian version but could be made into a standard Beetle with a little work. These are the older split rear window versions. With a little work, you can easily turn it into a Hippymobile. The RFM kit looks very nice and if you are interested in the car, well worth buying.

General Knowledge and Private Information Reagan Wilson



Born in 1947 Reagan was the Playboy centerfold for October 1967. She also went to the moon. She and another centerfold were used in the instruction book mounted on glove the astronauts Conrad and Bean of Apollo 12 wore on their moon walk. It was done as a joke and they were not told about it. If you look carefully, you can see her in one photograph.

Dave Kimbrell



BATHTUB ADMIRALS

USS *Cairo* Part 2

This month we have photos of the *Cairo* as she sits at the Vicksburg National Military Park. I specifically wanted to re-visit the ship on the way to Chattanooga as I have started the Flagship kit and wanted to look for details to do the build. This would be my third visit but the last time was in 1990.



The waterway you see from here today is not the Mississippi—it's a diversion canal from the Yazoo River. During the Civil War, the Mississippi ran along the base of these bluffs. In 1876, the river suddenly changed course. It now fronts modern-day Vicksburg only at the city's southern edge.

First, some perspective. What made Vicksburg so daunting was the two mile run under fire ships had to endure once they went around De Soto Point. Fort Hill was the northernmost fort and is indicated on the map. The first photo shows the view from this location and the Yazoo Diversion Canal that closely follows the original river course on the Vicksburg side of the point. The river changed course to the present position in 1876. It also shows how high the bluff was over the river, allowing for plunging fire on the ships. The approximate end of the point in 1862 is the stand of trees at the right edge of the photo. Cairo currently sits just a little further north of this location.



There is a substantial difference in the width of the Yazoo Diversion Channel and the river itself. The diversion channel seems to be about the width of the South Canadian in Norman.



A photo from my 1990 visit coming down the hill to the ship. Notice the earlier style awning. Also, you can see the diversion channel in the background.



Everyone's favorite angle taken between the parking lot and the door of the museum. If you look carefully you can tell that there is a mix of guns at the bow. The center gun is a 8-inch smoothbore while the wing guns are 42-pounder (approx. 7-inch) rifles.



The spot at the corner of the casemate where the torpedo exploded. Note the mix of original wood supported by a modern, laminated frame. They have made an effort to be clear what is new and what isn't.



A clear illustration of how the extra 'spaced' armor was applied to the face of the pilohouse.



One thing that surprised the salvagers was that the plate wasn't butt-fitted but tongue and groove. I was then also surprised that the bolt

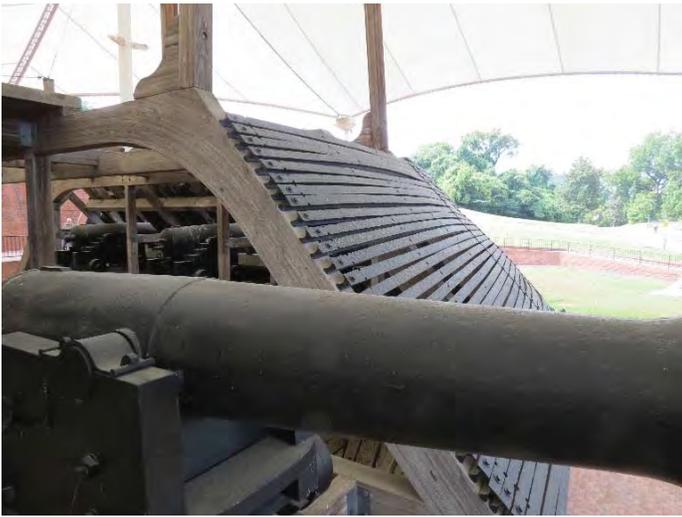
pattern was designed to go through the top plate and into the tongue of the lower plate to join them both to the casemate and each other.



The midship plate extended around the knuckle of the hull and below the waterline for about four feet. They overlapped the ends of the upper casemate plates. It wasn't a particularly neat joint.



One of the issues I've found with the Flagship kit is how the gun ports are represented. They are raised on the kit but actually flush-mounted on the ship along the plate and the railroad iron sections. Note the pull rings on the upper door but the bottom door simply uses gravity to open it.



This photo shows the slight curve in the armor towards the front of the casemate. This would have been more difficult to do with the plate armor. Plate was preferred to armor the ships but couldn't always be obtained. Not all foundries could produce the plate in the thicknesses or quality needed. They were also tied up producing other products. Rail iron could be obtained from local inventory held to repair track.



The rails were mounted with the top of the rail inward and the wider base facing outward. I wonder about the spacing as there are nearly two inches between the rails in this photo. Perhaps being mounted at an angle gave the effect of closer spacing and would let them get away with fewer rails used in each location.



Yet they are much more tightly packed in this picture. Also note that they are mounted with the top of the rail facing inward. It appears that different ironclads did this differently as some had the wider base as the place where the rails were mated to the casemate. A book I am reading on the Arkansas specifically says that the flat of the rails used there were in the inside.

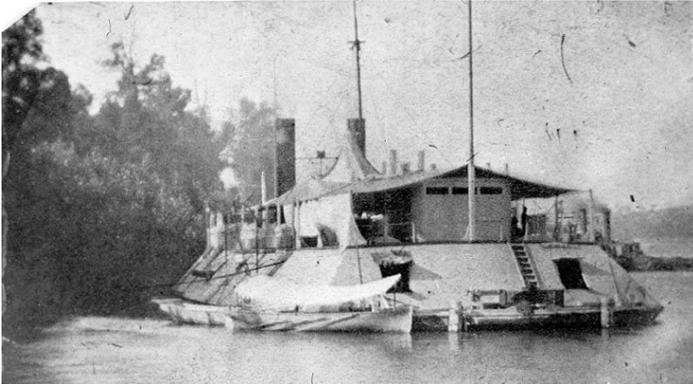


The wheel was salvaged but was in very bad shape (remember the photo in last month's newsletter). This has to be a reproduction. All of the cross-bracing makes it much more complex than what is in the kit.



The question I was unable to get answered was how the rear of the casemate was protected. No one there could tell me if it was plate or railroad iron. The guy I talked too even speculated that it might be unarmored. Let somebody in behind you and fire a shot into the poorly protected paddlewheel and your day quickly gets very bad. The structures on the upper deck are represented by the framework.

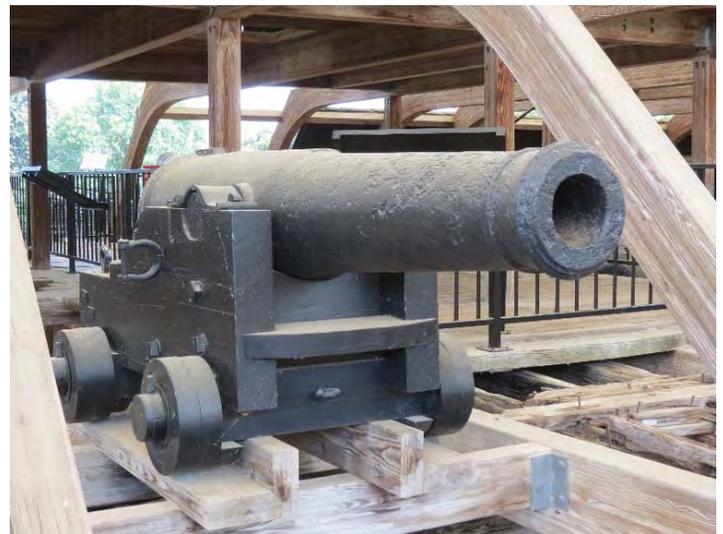
Photo # NH 49991 USS Carondelet tied up to the river bank, during the Civil War



This is the only photo I know of showing the stern of a City-class boat. Still, the image quality is such that you can't tell how the armor is applied. In Myron J Smith's book **The CSS Arkansas: A Confederate Ironclad on Western Waters**, he describes Carondelet during the battle with Arkansas on the Yazoo. He uses terms like '...the same amount of boilerplate on her stern.', '...the Federal had no armor aft.' and '...unarmored stern.'. I have to conclude that the staffer at the museum may 'technically' be right. While there was something covering the ironclad sterns, it has to be a case of all armor is metal but not all metal can be considered armor.



Another one of the photos from my 1990 visit showing one of the original gun carriages onboard. At that time most of the carriages were reproductions.



Since then all of the carriages are reproductions due to deterioration and the originals are now in the museum.



The ships would also carry a small field piece to discourage attackers from shore. It was more mobile than the main guns. It would usually be found on top of the casemate.



Five fire-tube boilers provided the power for the ironclad. The object on the top is a steam drum to collect and equalize the output of the boilers. The oval opening on each end connected with the engines to drive the pistons. The curved, upright wood structure at the right shows the relative position of the stacks (called chimneys in riverboat parlance).



One of the fire doors for stoking the firebox with coal. Coal was preferred as it was more energy efficient versus wood but it had to be shipped in versus simply sending men ashore to cut down trees. This is the only one displayed but there would have been more in order to have a balanced burn. The coal bunkers would be nearby. The coal bunkers were also located so to act as additional protection.



Each engine was connected to a drive shaft connected to the ends of the paddlewheel. I wonder how hard it was to keep the two engines in sync so the drive shafts remained in the same relative position and didn't try to tear the wheel apart. Note in the foreground one of the davits that carried the rowboats. There was one carried on each side.



Cairo carried three each of an 8-inch naval smooth bore (yellow) and 42 pdr. Rifles (red). This diagram shows the placement of those guns and the remaining 32 pdrs.(green). I find it interesting that the forward three guns were not all the same calibre. Tactics were to face the front of the ironclad at the opponent to present the smallest possible target. Why was there a mix in the three forward gunports? Why wasn't the forward battery a homogenous set of the most powerful guns on the ship?

Rick Jackson

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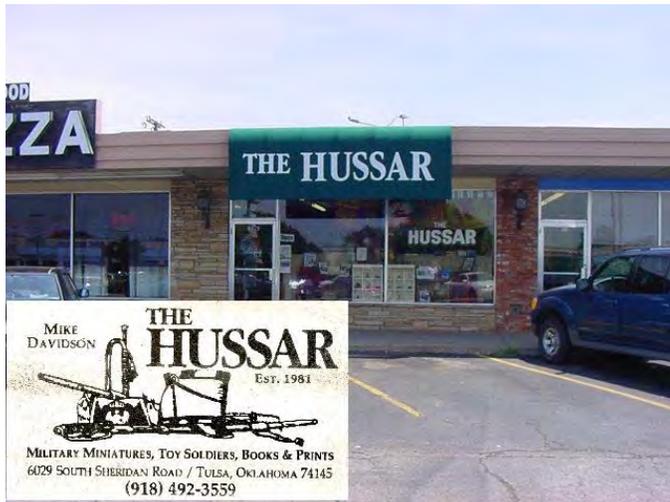
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OHMS EVENT CALENDAR

20190000

2019

20190001

20190900

September

20190907

6 OHMS Meeting. MOM contest. **OFFICER ELECTIONS.**

20190914

14 **SuperCon 2019**, Bob Duncan Community Center - Vandergriff Park, 2800 S. Center Street, Arlington TX, IPMS - Fort Worth Scale Modelers, Dave Hibscher hurricaneyankee52@yahoo.com

20190921

20 OHMS Meeting. Program Night. Pictures from IPMS Nationals

20190929

28 CASM Sprou-Doo 2019 Contest & Swap-Meet, The Innovation Hub, 201 E. Broadway, North Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact Ron Leker - rlsker@ct-t.com

20190999

20191000

October

20191005

4 OHMS Meeting. MOM contest. Budget Build contest.

20191018

18 OHMS Meeting. – Program night. Build Night.

20191019

19 Cajun Modelfest 33 at LSU MiniFarm 4-H Building 101 Efferson Hall, CR4F+HX, Baton Rouge Scale Modelers

20191099

20191100

November

20191102

1 OHMS Meeting. MOM contest

20191116

15 OHMS Meeting. Annual Club Auction

20191199

20191200

December

20191206

6 OHMS Meeting. MOM contest.

20191220

20 OHMS Meeting. Christmas Party

20191299

20200000

2020

20200100

January

20200104

3 OHMS Meeting. MOM contest. Budget Build contest.

20200118

17 OHMS Meeting. Program Night. Build Night

20200127

26 CALMEX 34, IPMS/SWAMP, Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, LA
[Robert Leishman](mailto:Robert.Leishman) 337-589-4614

20200199

20200200

February

20200207

7 OHMS Meeting. MOM contest

20200217

15 ModelFiesta 39, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, Mark Verdi markverdi@msn.com

20200221

21 OHMS Meeting. Program Night.

20200299

20200300

March

20200301

1 OHMS Meeting. MOM contest.

20200307

7 IPMS MCMA Showdown 2020, Children's Health Star Center, 12700 N Stemmons Frwy, Farmers Branch TX, Metroplex Car Modelers Association, [Len Woodruff](mailto:Len.Woodruff) 972-979-5722

20200315

15 OHMS Meeting. Program Night.

20200321

21 RiverCon IX, LSUS University Center, One University Pl. Shreveport LA., IPMS/Red River Modelers, contact [Andy Bloom](mailto:Andy.Bloom) 318-294-2414

20200399

20200400

April

20200405

5 OHMS Meeting. MOM contest. Budget Build contest.