



# O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 50, Issue 5

May 2020

## Coming Events

May 1-- OHMS Meeting. **CANCELED**

May 15-- OHMS Meeting. MOM contest and Budget Build.

June 5-- OHMS Meeting. MOM contest.

June 5-6-- Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa **CANCELED**

June 6--Scalefest—IPMS/NCT— Grapevine Convention Center, 1209 S Main St. [Map](#) IPMS-North Central Texas Theme: Desert Shield/Desert Storm. **CANCELED**

June 13-- IPMS Metro OKC will host Soonercon at Council Road Baptist Church, 2900 North Council Road, Bethany, Oklahoma. Contact [Richard R. Fisher](#) 918-724-8929. **Still Scheduled**

June 13-- Heartland Model Car Nationals. Overland Park Convention Center, 6000 College Blvd. IPMS KC Slammers Model Car Club Contact [Bill Barker](#) (913) 250-0906 **Moved to Aug 22**

June 19-- OHMS Meeting. Program Night.

June 20--NorthShore Scale Modelers Expo Clarion Inn Conference Center, 501 Hwy 190, Covington, LA, 70433, , IPMS/NorthShore Scale Modelers, Warren Dickerson [northshore.scale.modelers@gmail.com](mailto:northshore.scale.modelers@gmail.com) **Still Scheduled**

## Meeting Reports

As noted above, the Norman city shelter in place plans are expected to extend beyond the first meeting night. We have decided to go with the most likely plan and cancel that meeting. The second meeting will not be a program but catch up on the missed MOM contests. It will also pick up the Budget Build that was originally scheduled for April.

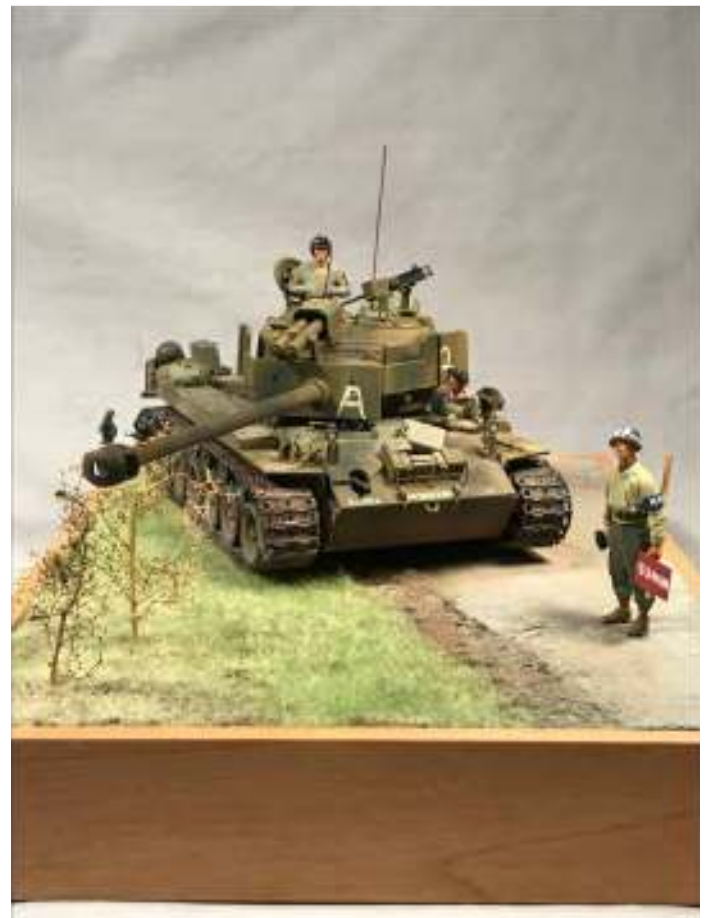
Two more contests have bitten the dust as well. Both the Tulsa Figure Show and Scalefest have been canceled due to concerns about COVID-19 and the possibility that restrictions will still be in place once the date rolls around. So far, Soonercon is still on the docket. Many that have been canceled are now rescheduled for the Aug-Sep time frames.

## **Business Meeting and Model of the Month— April 3**

### **Canceled**

In light of the April meeting being cancelled, we have substituted a pro-forma MOM where members have sent in pictures of models and in-progress projects for the newsletter. I'm sure you will eventually see these in person once the shelter in place order is lifted.

*Dave Kimbrell*





Hobby Boss 1/35th Super Pershing pilot #1. The two crew are from Alpine and MiniArt. The MP is from MK 35 out of France. The pigeons are from the new MiniArt set. The extra armor and stowage baskets come in the kit. However the armor is hollow and had to be filled with stock plastic. Most of the stowage is from a Squadron set.

**Mark Walcott**



Zoukei Mura's 1/48<sup>th</sup> scale F-4D

**Rick Jackson**







This is a resurrection of a build started nearly 10 years ago. It is a kit-bash of the Academy and Trumpeter kits of the *Graf Spee* in 1/350<sup>th</sup> scale. The hull and superstructure is from the Academy kit and the detail parts are Trumpeter.

A White Ensign PE set that was available when I first started it will be used to add details plus an aftermarket wood deck and brass barrels that have come out since then. There is also more documentation since then to help pin down the paint scheme, although it will probably need a new base coat as the paint seems to have significantly yellowed since being applied..

***Dave Kimbrell***



Panzer 1A “Breda” is the 1/16th kit from AMMO and is the Takom kit with a new turret and decals. Mostly OOB. Four Panzer 1 tanks were modified to take the 20mm Breda anti-aircraft gun. The figure started life as LTC George Patton from Model Cellar and was modified into a Spanish Nationalist Captain using epoxy putty to remake the collar and hat.

***Steven Foster***



## The Dark Side

Come to the dark Side..... Evil genius looking for minions. Must love kittens.

### Tanks of the Spanish Civil War

The Spanish Civil War began on July 17, 1936 and ran until April 1, 1939. The result was a victory for the Nationalist over the Republican forces. It resulted in the death of between 1.5 and 2 million people and atrocities were committed by both sides. There is not enough space in this publication to chronicle the war and its reasons. The short version is that after the end of the monarchy, Spain had very little experience with democracy and generally made a hash of it. The Republican government (Communist, Socialist and Unionist) treated other parties badly---like so many other governments----resulting in an eventual revolt of the Nationalists (Fascist, and clerical). The only thing that is clear is political titles are not always what they seem and to choose a side based only a name is foolish. Unlike the American Civil War which had a north/south dividing line the Spanish war map looks more like an amoeba changing shape.

The Russians supplied the Republicans with tanks and planes while the Nationalist were supplied by Germany and Italy. Spain had a few tanks----Schneiders and Renaults---purchased after WWI and while they saw action, they also were old and wore out quickly. Italy supplied CV3/33 tankettes and some armored cars, Germany the Panzer I, and Russia the T-26 and BT-5. Numerous home-made “armored” vehicles were made by the Spanish themselves.



Engine and cockpit of the Wingnut Wings Pfalz D.IIIa in 1/32. The Markings/time frame will be Jasta 30 from 1918

Working on the interior with extra details. On the engine added spark plugs from styrene rod and wired with lead wire.

**Program Night—April 17**

**Canceled**







Many nations had been taken with the idea of the light tank which could be produced in numbers cheaply and used to overwhelm the enemy by sheer numbers. This doctrine would ultimately prove faulty in operation. The machine gun armed vehicles were virtually useless on the battlefield if the enemy had any anti-tank guns. The German tanks were delivered in a three color camouflage and, the Italians in a grey-green, and the Russians in a medium-dark green.

The Italian CV-3/33 is a prime example of this failing although it saw service well into WWII. Since there were no significant anti-tank guns in WWI, the Spanish Civil War proved that anti-tank guns would play a major role in the next war. The German 37mm and Russian 45mm guns were the primary weapons. The German 88mm gun was used on occasion as an anti-tank gun, but this was not its primary use during the conflict because the smaller guns were quite able to deal with the tanks in use.



Un altro veloce C.V.33



The T-26 was a derivative of the famous Vickers 6 ton tank which the firm produced for export and not used for by the British army. (Seen here in the factory.)



The Russians began building their own Vickers and began modifying the design to create a family of vehicles.



Some Ba-6 armored cars were supplied by the Russians and a version was manufactured by the Spanish. Some of those would be used by the Germans in the early stages of Barbarossa by the Brandenburg units.



The BT-5 was a derivative of the American Christie tank which would lay the basis for the T-34 by 1940.





The Panzer I was clearly not quite ready for combat and the Spaniards made modifications which would be later incorporated by the Germans. The covers over the engine deck and air exhausts, for example.



To better counter the T-26, four of the Panzer 1A tanks were modified to carry the Italian Breda 20mm anti-aircraft gun. Only four were done because the Nationalist began capturing the T-26 and using them.





Here are some of the indigenous Spanish vehicles.







Surprisingly, we have a selection of the basic tanks which were used in the war. There may even be a resin kit or two of the indigenous armored cars. Not shown are the Hobby Boss Schneider and the various Renault Ft-17 kits.







**GENERAL KNOWLEDGE AND PRIVATE INFORMATION**

Elizabeth Weise 1987-2019



Including several in 1/16<sup>th</sup>.



1/16  
No. 1008







Elizabeth was the wife of Mig Jimenez, mother, and co-founder of AMMO. She passed away on December 30, 2019. She had been diagnosed with an inoperable brain tumor in 2016. She also founded AMMO for life, a fund to help fight cancer. She was also a model builder. She will be missed.

Dave Kimbrell



## BATHTUB ADMIRALS

### Building the County Class

Releases of new plastic kits of British County class (A Type) cruisers has come to a halt, at least for now. Aoshima released *Cornwall*, *Dorsetshire*, *Kent* and *Norfolk* in 1/700<sup>th</sup> and you can get *Cornwall* and *Kent* in 1/350<sup>th</sup> from Trumpeter.

There are several ships that participated in significant actions that aren't 'covered' so far. It came to my mind, if you want to build a different ship, can you? (And for the purposes of this discussion, I am leaving out resin and older plastic kits.) Can you build a *Suffolk* for Denmark Strait and

the pursuit of *Bismarck*? Can you build a *Canberra* for Savo Island?

Let's start with the basics. There are 13 ships built in three subgroups spread out over a three year span. There were slight dimensional differences. The first group, the *Kents*, were 590 feet long and 68 feet wide. The next two groups—*London* and *Norfolk*—were 595 feet long and 66 feet wide. These differences are really insignificant in 1/700<sup>th</sup> scale and would be barely noticeable in 1/350<sup>th</sup> with a difference in length of .17" and beam of .068".

### Cornwall and Kent



*Cornwall*

In the releases, *Cornwall* and *Kent* are from the first group. *Cornwall* has the aircraft hangar and the DIIIH cross-deck catapult for the Walrus aircraft that was added to four of the ships from the first group so building one of those four ships can be considered with a caveat (more on that later).



*Kent*

The kit of *Kent* has the EIIIH catapult carried by most of the ships starting from the early 1930's. Note the slightly different arrangement of the forward superstructure between the two kits. This is an area you will need to really research if you want to consider building a different

ship from one of these kits. The same is true for the very different arrangement of the weather deck and AA guns amidships. Just the research I did on this article leads me to believe the amidships of these ships are almost as unique as fingerprints.

These models also display the external belt/bulge at the waterline that explains the two foot difference in the beam. The later sub-groups did not have this.

### Norfolk and Dorsetshire

*Norfolk* and *Dorsetshire* completely cover the two-ship third group. This sub-group is slightly different from the other ships in the class. In an attempt to save weight, the 8-inch turrets designed for the B-type ships *York* and *Exeter* were used. If you compare the two you will see that the type B turrets on bottom are slightly shorter than the original type A turrets. This was intended as a weight-saving measure but it turned out that the B-type turrets in operation were just as heavy as the A-type.



Three boxes have been released of *Dorsetshire* from 1941 through 1942 and two of *Norfolk*, both from 1943. Despite being from the same subgroup, you cannot substitute one kit for the other as there are physical differences represented in the kits.





*Dorsetshire*

Up until the time she was sunk *Dorsetshire* carried the E11H catapult for the Walrus aircraft and had pole masts. The AA suite was still limited as the British had yet to encounter really effective air attacks at sea.

The two *Norfolk* boxes contain slightly different kits.



Early *Norfolk* kit. This version is from early 1943.

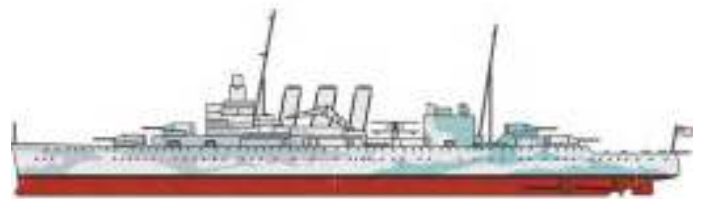


Later *Norfolk* kit

This box is the version for the Battle of the North Cape versus *Scharnhorst*. By May 1943, *Norfolk* had the catapult removed and the aft radar suite modified. A deckhouse was located in the spot vacated by the catapult. This change is represented in the second kit.

For both *Norfolk* versions, AA gun tubs are located on the B and X turrets but these seem to be added through drilling holes in the parts. Both versions have tripod instead of pole masts.

#### What you Can't Do



Right off the bat, there are two ships you can't do from these kits without fairly significant surgery. Both *Cumberland* and *Suffolk* are part of the four ships in the first group that had the hangar added but they also had their quarterdecks cut down aft of the last turret to save weight. It was feared that adding the hangar and aircraft would push the topweight past the safe limit. It was learned that this was unnecessary, so both *Cornwall* and *Berwick* retained their flush decks. Until a kit with a different hull is issued or you choose to do some surgery, these two ships are out.



Another ship that can't be done is a wartime version of *London*. She was the first (and only) of the County class cruisers to undergo the major refit planned for the class. In 1939 she was modified with the forward superstructure and hangar integrated and the catapult moved forward between the funnels. The two forward funnels were trunked into a single funnel leaving the ship with only two. The resulting look is very similar to the KGV battleships. In retrospect, being the only one converted was a good thing as the performance of *London* after the modifications was not particularly good.

Another thing that won't be easy is doing pre-war fits. Some of these ships served at one time or another on the China Station which is notable for the white hulls and buff upperworks. As appealing as that might be for the sake of doing something different, there does seem to be more variety than you would think in those schemes. Once again, research in the specific ship is a must to see exactly how she was painted.

And it goes beyond a change in paint. All of the kits are from the period after the start of the war. This means enhanced AA arrangements and some radar. All of the kits come with the twin 4-in AA mounts. These began to be fitted in the mid-1930's replacing single 4" HA mounts.

In some cases, you will also have modifications to the bridge. Leaving off radar won't be too difficult, but eliminating AA mounts, especially those with molded splinter shields on the wood deck, will be more difficult.

#### AA upgrades

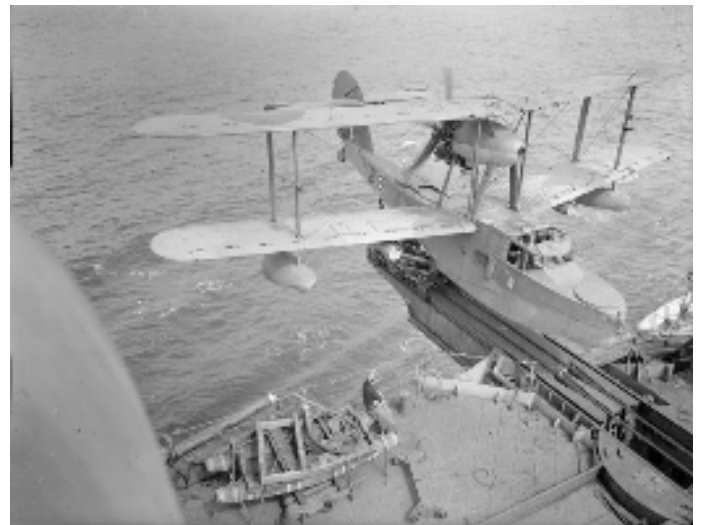
As built, the ships had four 4" Mk. V HA mounts as the primary AA suite. This was recognized as insufficient rather quickly. All of the ships received AA enhancements during the refits from 1936-38 where the shielded, twin 4" Mk. XVI AA mounts were added. The lone exception was *Suffolk* which had a mix of two twin and two single 4" guns in shielded mounts. The singles were replaced by twins in 1942. *Australia* and *Canberra* carried the single 4" guns their entire careers.

All of the kits have four twin mounts. You could backdate the kits by obtaining aftermarket guns and removing the shields.

The arrangement of 2-pdr pom poms and 20mm guns varied greatly from ship to ship and over time. Any attempt to deviate from what is in the kit requires some careful research on the ship you are building. In some cases simply suppressing the pom-poms and their platforms will give you a ship from 1938 to the early war years.

#### Aircraft, Catapults and Hangars

The Admiralty was concerned about a lack of aircraft in the fleet almost as soon as the ships were completed. This resulted in the Counties getting aircraft handling facilities early on. The area where the catapult was to be located (between the third funnel and the aft superstructure) was too tight for a standard catapult, so experiments were conducted with extendable catapults that folded (FIL) or slid (SIIL) to fit the space. Typically in the early years an aircraft like the Fairy Flycatcher was used. Should you want to do an early 1930's version, you will have to scratch build the appropriate catapult for that ship and get a Flycatcher or leave the catapult empty.







At the same time, though, The Supermarine Walrus was in development and it was too heavy for either of these catapults. This resulted in most of the ships receiving the larger EIVH sliding catapult. The four ships that had hangars added received the DIH cross-deck catapult instead. This is the setup provided in the kits.

The hangars didn't survive to the end of the war. As each ship received more AA and radar topweight became an issue once again. The hangar was deleted on *Cumberland* and *Suffolk* and they two ships returned to a EIVH catapult for their Walrus aircraft.

### Tripod Masts

The ships were launched with pole masts and carried these into the war. There doesn't seem to be any specific event that triggered the change to tripods. It wasn't a case of radar located high up in the tops as the British radars were often in 'lantern' setups located lower or on the superstructure. 1942 appears to be a general cut-over date for any ships still afloat. As such, only the two *Norfolk* kits have the tripod masts.

So, after rambling on for several pages, what is the answer? It is no for three ships and a maybe for the others. It really depends on which ship you are trying to build, the time period in question and how much kit-bashing and modification you are willing to perform. Earlier versions, like ships on China Station in the early 30's, will require the most conversion. Wartime fits of the other ships will match the kit in the box best, but the hodge-podge approach to refit and repair during the war will make it harder to get the details right.

Rick Jackson

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# OHMS EVENT CALENDAR

2020

May

- 1 OHMS Meeting. MOM contest.
- 15 OHMS Meeting. Program Night.

June

- 5 OHMS Meeting. MOM contest.
- 5-6 Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa **CANCELED**
- 6 Scalefest—IPMS/NCT— Grapevine Convention Center, 1209 S Main St. [Map](#) IPMS-North Central Texas Theme: Desert Shield/Desert Storm **CANCELED**
- 13 IPMS Metro OKC will host Sooncon at Council Road Baptist Church, 2900 North Council Road, Bethany, Oklahoma. Contact [Richard R. Fisher](#) 918-724-8929
- 19 OHMS Meeting. Program Night.
- 20 NorthShore Scale Modelers Expo Clarion Inn Conference Center, 501 Hwy 190, Covington, LA, 70433, , IPMS/NorthShore Scale Modelers, Warren Dickerson [northshore.scale.modelers@gmail.com](mailto:northshore.scale.modelers@gmail.com)

July

- 3 OHMS Meeting. MOM contest. Budget Build contest.
- 11 HAMS 14th Annual Model Car Show and Contest. Cypress Creek Christian Community Center Annex Building Gym, 6823 Cypresswood Drive, Spring TX. IPMS Houston Automotive Modelers Society (HAMS)
- 17 OHMS Meeting.—Program night. Build Night.
- 29-31 **2019 IPMS/USA National Convention & Contest** at the Embassy Suites in San Marcos TX. Leonard Pilhofer - [director.nats2020@gmail.com](mailto:director.nats2020@gmail.com) [Event Website](#)

August

- 7 OHMS Meeting. MOM contest.
- 15 RiverCon IX, LSUS University Center, One University Pl. Shreveport LA,, IPMS/Red River Modelers, contact [Andy Bloom](#) 318-294-2414
- 18 OHMS Meeting. Program night.
- 22 Heartland Model Car Nationals. Overland Park Convention Center, 6000 College Blvd. IPMS KC Slammers Model Car Club Contact [Bill Barker](#) (913) 250-0906
- 22 IPMS Tulsa Modelers Forum model contest, Bixby Community Center, 211 N. Cabaniss, contact [Greg Kittinger](#) 918-260-8349

September

- 4 OHMS Meeting. MOM contest. **OFFICER ELECTIONS.**
- 20 OHMS Meeting. Program Night.
- 27 IPMS Houston Modelmania 2020--Stafford Center, 10505 Cash Road, Stafford, TX 77477. Contact [Richard Kern](#) 713-320-3599

October

- 2 OHMS Meeting. MOM contest.
- 5 Austin Scale Modelers Society hosts the ASMS Capitol Classic at the Travis County Expo Center, 7311 Decker Lane, Austin, TX. Ian Latham – [latham.ian@yahoo.com](mailto:latham.ian@yahoo.com)
- 14 IPMS FAC Museum will host their 3rd annual show at 505 NW 38<sup>th</sup>, Hangar 33 in Ft.Worth, TX. Contact James Eaton at 817 233 2050 or at [Wildflower224@juno.com](mailto:Wildflower224@juno.com) for info
- 16 OHMS Meeting. – Program night. Build Night.