



# O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 49, Issue 8

August 2019

## Coming Events

August 2-- OHMS Meeting. MOM contest.

August 7-10--**2019 IPMS/USA National Convention & Contest** at the Chattanooga Trade and Convention Center, Chattanooga TN

August 16-- OHMS Meeting. Program night. Builder Round Table.

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](mailto:hurricaneyankee52@yahoo.com)

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

September 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 - [rlaker@ct-t.com](mailto:rlaker@ct-t.com)

## Meeting Reports

### **Business Meeting—July 5**

The next two programs were set. August will be a Modeling Round Table. It will be along the same lines as the last one where everyone is encouraged to bring in models in progress to discuss or make some presentation on a technique.

September will be the 'annual' gorge-fest of images taken by attendees of the Chattanooga Nationals in August.

Rick Jackson made a proposal as a follow-up to the blurb in the last newsletter about the club making a donation to the repairs of the Batfish in Muskogee. It was approved to send \$200 and the money has been sent.

One piece of business I failed to mention in last month's column. RC Sean Glaspell has canceled the Regional for 2020 given that the National will be in San Marcos TX. This will eliminate anyone from having to

compete with the Nats in trying to bring in vendors and/or participants. It also means everyone can save up for 'the big one'.

### **Model of the Month— July 5**

This evening had the quarterly Budget Build along with the standard MOM. Neither were particularly well filled out.



T-34 'Toon tank'

Mark Walcott



'71 Hemi 'Cuda

Robert Stingle

And there were some of WIP's



Dave's historical reproduction tank diorama was the winner this month.



*"Cliff Diving in Beirut"*

*Dave Kimbrell*



*Grim Reaper chopper*

*Robert Stingle*



## Program Night—July 17

Shots from the quarterly build night.





### A few thoughts from the Head Chicken...

#### IPMS Myths

There two myths about IPMS. One says we are too nit-picky in judging models. This nit-pickiness is merely an attempt to be fair. Each model is gone over closely as the judges try to give each a fair shake. Yes, they look closely at the seams and mold marks, but how else would they do it? AMPS' judging is far pickier than IPMS. They (AMPS) use the same criteria as IPMS, but the award is based on a ranking of the individual model where as the IPMS award is based on a standing in a category, on a specific day.

This picky myth got started by Bob Letterman of VLS back in the 90s. VLS was getting a lot of bad press about their products not fitting and general inaccuracies. Letterman would rant in the monthly flyer about how IPMS was just being too picky and did not appreciate what VLS was offering to the public. (I can personally state VLS was putting out poor quality stuff.) Ultimately, this led VLS to create their own contest called Mastercon, which became Eaglequest when VLS sold out to Squadron.

The other myth is that IPMS is only about contests. This is nonsense because ALL groups hold contests, even on a national level. I find it hypocritical and amusing when I see some who makes this claim entering an IPMS contest. I guess people feel the need to justify getting mad about not winning. Blaming the Society sounds so much better than admitting you are being petty about not winning.

Fundamentally, IPMS is about sharing information. If you read the Journal or the forums, you can find out all sorts stuff. If you bother to actually look, you will find contests don't get talked about very much at all.

Dave Kimbrell

## The Dark Side

Come to the Dark Side.....Show tunes karaoke every Thursday.

#### Tools

Like golf, model building requires the right equipment. So, here are some basic items for the work bench....or kitchen table, wherever you do your model work. Do not limit yourself to the model isle at the stores. Many excellent tools for model building can be found in beauty supplies and jewelry sections of craft stores.

If some thinks it is silly to have more than one type of tool, I suggest you look at a golf bag full of clubs or a tackle box full of lures. Everything has its specific uses.

#### Knives and Saws

You will note I have three scalpels with the #11 blade. It makes it nice to have one at hand without digging. The paint on the end help locate them in a pile of tools. The reamers are useful for opening holes with much more precision.





**Tweezers**

The curve tip tweezers have become the most used, but all have their uses. The clamping tweezers are excellent for holding parts for painting.



**Clamps**

Somewhere, sometime, you are going to need to clamp things. The little ones are also good for holding parts for painting.





**CLAMPS**



**FILES**  
color coded to aid locating



**HEMOSTATS**



**SANDING AND  
POLISHING  
MATERIALS**

**Files and sand stuff**

Although the files get solid use, I find I use sanding sticks more, these days. The files come in diamond and steel.

**Pliers and Cutters**

You need these for a wide range of reasons. Opening a paint bottle to holding and folding P.E. Cutters to get parts off the trees. Some came from the jewelry isle at Hobby Lobby.





**Dental tools**

These are used to probe, poke, scrape, move decals, and even apply super glue in odd places.



**Dremel stuff**

There are a variety of power tools of which Dremel is the most famous. I have an original from the seventies that still runs fine. I like the carbide bits the best because they can be used free hand without a handle. Also, they fit the Dremel without having to change the chuck. That circular saw for the Dremel is one of the most dangerous tools to have. Some bits are for grinding.



**Photo-etch tools**

If you are going to do a bunch of PE, you might as well invest in a folding tool. There is a variety offered these days. Look at Mission Models, for example.



## Measuring stuff

If you are planning on any scratch work or conversions, you will need to have tools for the job. Even cutting plastic or decals often requires a solid straight edge. The Murphy Rules are already set to scale and make things much easier when scaling up drawings.



## Miscellaneous stuff

Flashlights kept at hand will help you find that part you just dropped. Funnels make it easier to pour fluids from bigger containers, and bits of steel and lead provide needed weights when you need them. Those extra hands from Exacto are perfect for holding a wide variety of

things like parts and sub-assemblies you are or have just painted.







METAL WEIGHTS



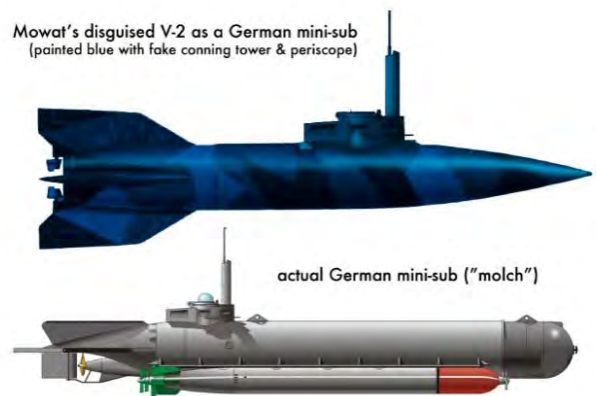
EXTRA HANDS



Mowat was a Canadian writer and environmentalist. The movie *Never Cry Wolf* is based on one of his books. I have read many of his books and highly recommend them. During WWII, he served as an Officer in the **Hastings and Prince Edward Regiment**. He saw brief service in France, in 1940 and then was a platoon commander during the invasion of Sicily. Relieved in 1943 due to battle stress, he was made an intelligence officer for the **1st Canadian Division**. He was discharged in 1945 at the rank of major.

In 1945, as part of the Canadian Army Collection Team, one of the items he made away with was a V2 rocket disguised as a submarine to evade the American MPs. Canada was not listed as a country getting a rocket. Here is a reliable drawing of what that camouflage looked like. This would make an interesting model using the Takom kit.

**General Knowledge and Private Information**  
Farley Mowat (May 12, 1921-May 6, 2014)

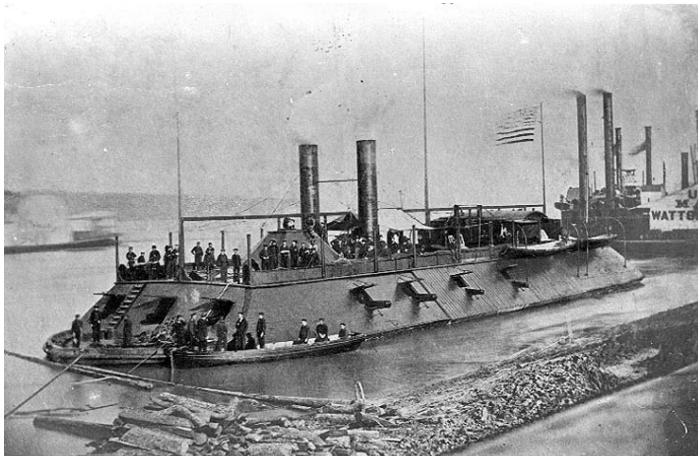


Dave Kimbrell



## BATHTUB ADMIRALS

### USS *Cairo* Part 1



I'm planning on stopping at Vicksburg on the way to Nationals in August and re-visit the *Cairo* on display at the battlefield. It's been almost 30 years since I was last there and I am curious if any new information has been uncovered. Since this edition of the newsletter is being published before the visit, I thought I would split it into two parts. This piece will cover the history, books and kits. Next month will have pictures of the ship itself.

*Cairo* was one of several *City*-class ships designed by Samuel Pook and built by James Eads. They exhibited the common features of western river (war)ships—flat bottomed, shallow draft and some variation on paddle-wheel propulsion. Four of the seven were built at Eads' Carondelet, Missouri shipyard and the others (including *Cairo*) were built at Mound City, Illinois. All were named after western cities, although *St Louis* was renamed *Baron de Kalb* in September 1862 prior to turning them over to the US Navy which already had a *USS St Louis*.



*Cairo* was commissioned in 1862. While she participated in many of the actions in 1862, nothing really distinguished her from her sisters. She always seemed to be just missing the action in the early months. As the fleet began to move down the Mississippi, she was involved in actions at Ft, Pillow, Island No. 10 and Memphis.

This all changed in December. While operating on the Yazoo River, she became the world's first victim of a mine (called a torpedo in those days). It was wired to a shore location and was electrically fired as the ship passed over it. Even though she sank in twelve minutes, the pilot was able to point her to shore and everyone on board escaped safely.

To me, this is where things get odd. From this point on, *Cairo* was lost to history. According to Bearss in his book, the location was given relative to landmarks. A few attempts were made to salvage her by both sides but nothing came of them. As the war progressed away from her, she was forgotten.

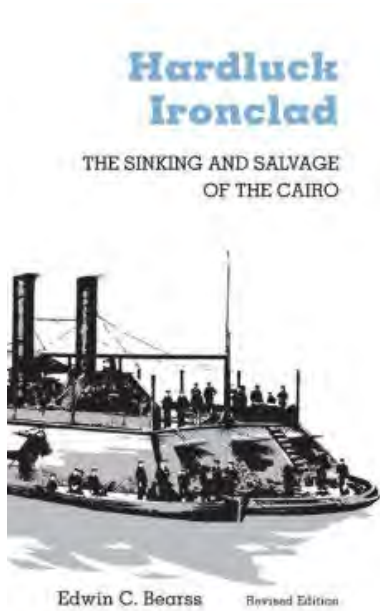
In 1956, no one knew where she was. Oral and family histories placed her in one place. Official records said elsewhere. Everyone agreed she was completely under water. Once they found her, she could be felt by them on their salvage efforts during low water periods. Poles were used to probe the water and lay out the outline of what was there. They could touch the top of the pilot house from a boat.

If all of this is true, *why weren't the stacks sticking well above the water at the time of the sinking?* They are clearly 15 feet higher than the top of the pilot house. Unless they were toppled promptly after the sinking they should have said 'here I am' for years. Well, the Union realized that very thing. To prevent Confederate attempts to salvage the guns,

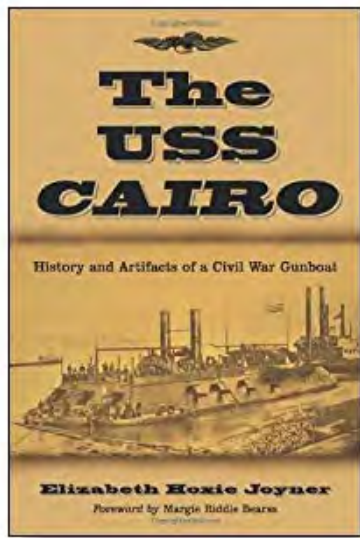


*Queen of the West* was used to pull the stacks and jackstaff down before the squadron moved further up river. This meant no one would find her for nearly a century.

## Books



Edwin Bearss is one of the top Civil War historians. Many of you might remember him providing historical insights in Ken Burns' PBS history *The Civil War*. I picked this book up and read it after Jerry Taylor and I went to see the *Cairo* on the way to the Atlanta Nationals in 1983. In re-reading it, I forgot that Bearss was one of the men responsible for relocating the ironclad in 1956. About half of the book covers the building and career of *Cairo* and the other half documents the salvage.



In searching on-line for other books on *Cairo* I found this one. The title suggests that it is primarily an analysis of

the artifacts found onboard and what they tell us about life aboard an ironclad in 1862.



Osprey has four books on Civil War ironclads and gunboats. Two books cover Union ships divided into the eastern and western theaters. The third book covers Confederate ships and number four is about the various gunboats (tinclads and timberclads) used by the Union to supplement the ironclads. They follow the typical format with background histories, statistics and photos. They are handy little books to have for general knowledge.

## Salvage

Once they found *Cairo*, getting the funds and equipment to raise her presented another set of problems. A non-profit was set up to help organize and raise funds for the effort. After years of surveying the wreck and planning, the State of Mississippi, US Navy, US Coast Guard and a host of volunteers set out in 1960 to clear out the hull, document what was found, disarm any explosives and finally raise the ship.

The process was fraught with problems, not the least of which was how the crew didn't always follow Navy regulations. Those published guidelines that the salvage crew was using to plan their efforts almost got them in trouble a couple of times dealing with ammunition and powder.

The river didn't help either. The Yazoo is an uncontrolled river. Operations were sometimes impacted by the rise and fall of the water level during the flood season. Debris was present and sometimes backfill replaced cleared debris almost as fast as it was removed.



Raising the ironclad didn't go as planned. As the barges lifted the hull, the cables began to cut into the hull. Rather than letting her break apart, Cairo was intentionally cut into pieces and placed on the barges. Here we see the forward part of the casemate breaking the surface. Also notice that the Yazoo isn't a particularly wide river (est. 100 yards) at the point of the sinking. This made maneuvering the salvage craft difficult.



Cairo after being sectioned and raised. This is while in storage at the Ingalls Shipyard in Pascagoula, MS



The pilothouse being removed from the river. Of particular note is the extra armor added to the front of the housing which faces the upper right of the photo. After action at Forts Henry and Donaldson by other

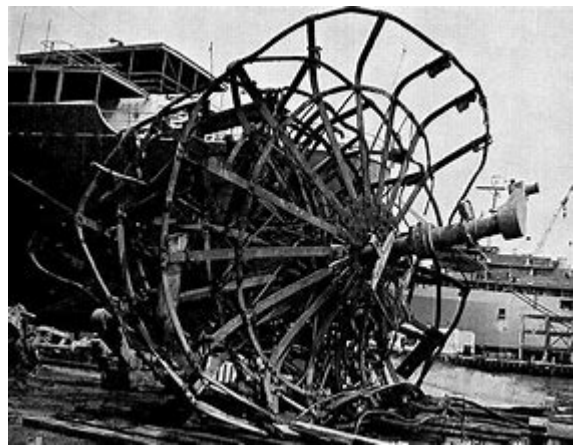
ships it was determined the pilothouses on the City-class ships needed more protection.



Central portion of the hull showing the end of the firetube boilers. This section rotated 90 degrees during the lift and had to be placed on the barge on its side.



This appears to be the condensing tank that sat atop the boilers and allowed the steam to cool before it was re-circulated into the boilers. This is almost certainly taken at the same time as the preceding picture.



The salvaged paddlewheel frame in storage at Pascagoula, MS during the late 60's and early 70's.





Between mud and rust, she was rather pitiful looking after being pulled from the Yazoo.

## Kits

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The Flagship Models kits are produced by IPMS Metro's Rusty White. They started life as kits from Lone Star Models. Rusty purchased the molds and, after cleaning many of them up, he re-boxed them with Flagship PE sets (which can be purchased separately if you have a Lone Star version). *Cairo* is perhaps the most complicated of the offerings with all of the fittings atop the casemate. 1/192<sup>nd</sup> scale is a common shipbuilding scale (1" = 16 feet) and this line is among the largest ironclad kits available. This kit is about 9-1/2 inches long.

Next in size is the Samek kit in 1/350<sup>th</sup> scale. It can also be had in 1/700<sup>th</sup> scale which is the smallest scale I know of for Civil War ironclads. The Samek kits are resin with some photo etch. I haven't seen one in the box, but Samek is usually very good quality based on the other warship kits I've seen. Neither of these seem to be currently available on-line although they do have other Civil War ships available.

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Thoroughbred Models has produced a large line of Civil War ironclads in 1/600<sup>th</sup> scale white metal models. This is the line that I latched onto when I did my ironclad collection as it was the broadest and most economical for a large number of models. The kits are well cast and accurate but rather basic. Most are a single casting for the hull and the stacks are separate. All of the rigging and details beyond the hull and stacks have to be scratch-built. This is my version of *Cairo* from that line.



Rick Jackson



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# OHMS EVENT CALENDAR

## 2019

### August

- 2 OHMS Meeting. MOM contest.
- 7-10 **2019 IPMS/USA National Convention & Contest** at the Chattanooga Trade and Convention Center, Chattanooga TN
- 16 OHMS Meeting. Program night. Builder Round Table

### September

- 6 OHMS Meeting. MOM contest. **OFFICER ELECTIONS.**
- 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](mailto:hurricaneyankee52@yahoo.com)
- 20 OHMS Meeting. Program Night. Pictures from IPMS Nationals
- 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 - [rleker@ct-t.com](mailto:rleker@ct-t.com)

### October

- 4 OHMS Meeting. MOM contest. Budget Build contest.
- 18 OHMS Meeting. – Program night. Build Night.
- 19 Cajun Modelfest 33 at LSU MiniFarm 4-H Building 101 Efferson Hall, CR4F+HX, Baton Rouge Scale Modelers

### November

- 1 OHMS Meeting. MOM contest
- 15 OHMS Meeting. Annual Club Auction

### December

- 6 OHMS Meeting. MOM contest.
- 20 OHMS Meeting. Christmas Party

## 2020

### January

- 3 OHMS Meeting. MOM contest. Budget Build contest.
- 17 OHMS Meeting. Program Night. Build Night
- 26 CALMEX 34, IPMS/SWAMP, Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, LA [Robert Leishman](mailto:RobertLeishman) 337-589-4614

### February

- 7 OHMS Meeting. MOM contest
- 15 ModelFiesta 39, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, Len Pilhofer - [MFDirector@alamosquadron.com](mailto:MFDirector@alamosquadron.com) (I would not be surprised if this is canceled since they are hosting the Nationals in 2020).
- 21 OHMS Meeting. Program Night.

### March

- 1 OHMS Meeting. MOM contest.
- 7 IPMS MCMA Showdown 2019, Dr. Pepper Center, 12700 N Stemmons Frwy, Farmers Branch TX, Metroplex Car Modelers Association, [Len Woodruff](mailto:LenWoodruff) 972-979-5722
- 15 OHMS Meeting. Program Night.