



# O.H.M.S.

## Oklahoma Historical Modelers' Society

### NEWSLETTER



Volume 45, Issue 9

September, 2015

#### Coming Events

September 4-- OHMS Meeting. MOM contest  
**OFFICER ELECTIONS.**

September 12--**SuperCon 2015**, Bob Duncan  
Community Center - Vandergriff Park, 2800 S. Center  
Street, Arlington TX, IPMS - Fort Worth Scale  
Modelers, [Bryan Tucker](#) 817-419-8439

September 18--OHMS Meeting. Program Night.  
Pictures from the US Air Force Museum

September 26--AutumnCon 2015, hosted by Northshore  
Scale Modelers, Houma-Thibodaux Scale Modelers at  
the American Legion Hall, Post 16, 2031 Ronald Regan  
Hwy (formerly Old Hammond Hwy). Northshore Scale  
Modelers. Contact [Andy Useman](#) 225-229-8204

September 26--15<sup>th</sup> annual CASM Sproo-Doo Contest  
& Swap-Meet, Statehouse Convention Center, 101 E  
Markham St., Little Rock AR. Central Arkansas Scale  
Modelers - IPMS Lt. j.g. Nathan Gordon, Contact  
[Brianna Childres](#) 501-269-9086

October 2-- OHMS Meeting. MOM contest.

October 10-- Austin Scale Modelers Society hosts the  
ASM Capitol Classic at the Norris Conference Center,  
2525 West Anderson Lane. [Randy Bumgardner](#) 510-  
402-8750

October 10--Chisholm Trail Scale Con 2015, Midway  
Baptist Church, 5135 S Broadway, Wichita KS. [Map.](#)  
IPMS Chisholm Trail Scale Modellers  
[Jeff Cadenhead](#) 316-522-5328

October 16-- OHMS Meeting. – Program night. Build  
Night.

#### Meeting Reports

##### **Business Meeting—August 7**

We discussed the one remaining program night  
(September) that wasn't locked in. We will now have  
pictures from the U.S. Air Force Museum and (possibly,  
depending on time) a demo of the static flocking device  
Dave and Steven have been using. This is the same one  
that has an ad later in the newsletter.

##### **Model of the Month— August 7**



*Sopwith Snipe*

*Steven Foster*



*Johnny Quest Evil Eye*

*Ron Britt*

*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*



*Stutz Black Hawk Special*

*Dave Kimbrell*



*USS Scamp*

*Rick Jackson*



...and a plethora of projects in progress...



Steven wasn't able to gain an award in a particularly deep category at Nationals with his Snipe but all that means is he could still enter it here and win the *really* prestigious MOM.

## Program Night—August 21

This evening's program was the annual post-mortem slideshow from the IPMS Nationals. It's not as big a deal as it used to be when the Internet wasn't around to flood us with everyone's album, but it still is nice to have some commentary and analysis to go with the shot.

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



### READ the Rules

As one of the Armor judges at the IPMS National Contest, I was very happy to see David Kahn being ruthless about the diorama rules. I don't agree with all of them, but if you are going to have rules, then follow them. I have gotten burned more than once when I built according to the rules only to find others did not. Then found no one willing to do anything about it.

I did run into two guys that were bubbling with indignation over their models being moved into the dioramas. Mostly things like trees being taller than the vehicle. They annoyed me because the rules have been posted for months and they were acting as if it was some last minute change. Then they started invoking AMPS. As if the NCC would suddenly throw everything out and adopt AMPS rules, just to please them. (One guy would have done better in dioramas) Silly people. But my point is that you should not think the rules here will be the same as another groups contest, or vice versa.

I will say, I think the NCC should have published the rule changes in the Journal far earlier than they did. They may have put them someplace on line, (*and the Convention website linked to them from the beginning*) but the Journal goes out to ALL members. And if you are planning to attend any contest, check the rules and familiarize yourself with them. If for no other reason

than it makes the whole thing move along more smoothly.

Additionally, if you have questions, email the NCC. I did this twice, to clarify minor points, and received answers within 48 hours. And finally, if you are not happy with the rules in use, the NCC is only an email away. It seems the NCC keeps an ear to the IPMS forums, but this only gives them feedback from those who frequent the forums and some appear to be mere lurkers.....people that participate little more than posting on forums. Nothing ever changes, if no one complains. READ the rules and make your voice heard.

Dave Kimbrell

## The Dark Side

### Dark Side Lockhart

**Come to the Dark Side.....**if you aren't confused, you clearly don't understand.

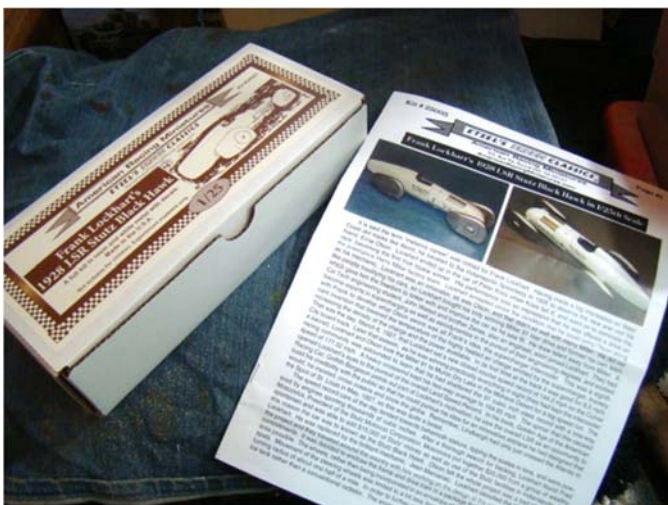
Steve Foster is to blame for all this.....At the National Convention, in Columbus, I ran afoul of **American Racing Miniatures**. They are a cottage industry model car company specializing in American cars from Indianapolis racing. Most of the kits are of early....1920s....race cars. The kits are resin and white metal. The kits range from \$75-\$150.





When Steve dragged me in to look at the kits, I was immediately attracted to the figures they had to compliment the cars. You may not have noticed, but there aren't many figures for 1/25th cars and except for these there are virtually none for the early days of auto racing. As you may know, I like figures with my models. I ended up buying three kits and figures. Steve ultimately bought one after dithering for three days. This is **WingNutWings** all over again.

One of the three purchased was Frank Lockhart's **Stutz Black Hawk Special** used for his Land Speed Record attempt, in 1928.

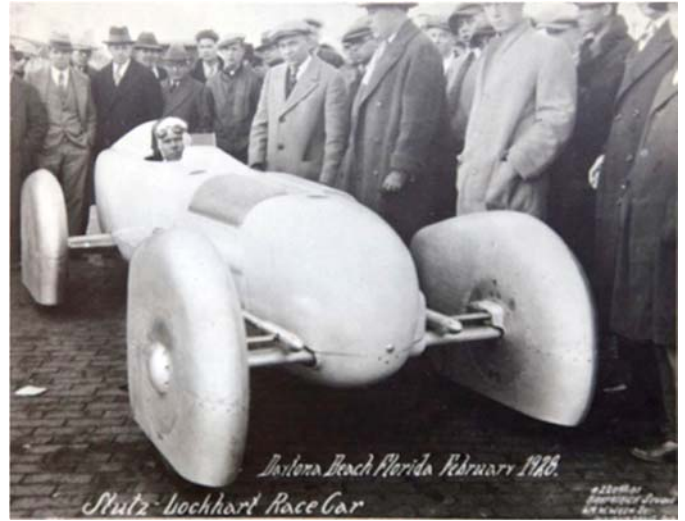


The kit I bought was a *blemished* sample at a reduced price and along with it I got a deal on a nice book on Lockhart. I like books, too. The book is excellent, with lots of pictures of the car and the two Lockhart attempts at the LSR, as well as other period pictures. On April 28, 1928, Lockhart was killed in this car when the right rear tire blew at 200 plus MPH. No seat belts, steel belted radials, airbags, or carbon fiber bodies, in those days. His death, at the time, was felt much like that of Dale Earnhardt. I highly recommend the book if you are interested in the period. A film of the crash can be seen on **YouTube**.



I am not a car guy, but I am a man of parts. This car got my attention because several years ago I competed against a scratchbuilt model of this car. It was in a larger scale and I took second place with my 1/20th **Tamiya** kit. It's not as impressive as it sounds, as we were the only two entrants.

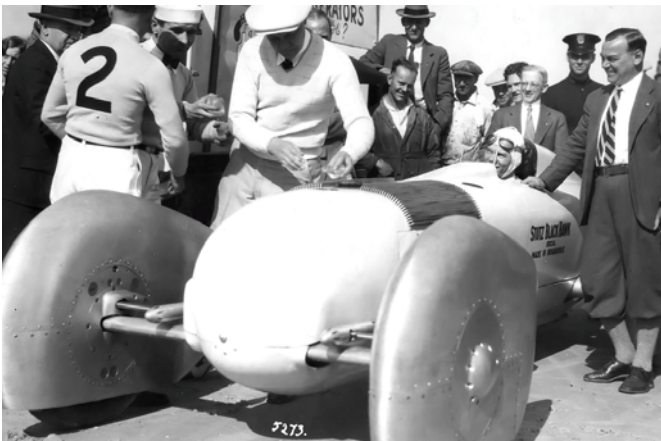
The kit is fairly simple and the fit is good. Nice grey resin and white metal. The instructions in my kit, while clear, showed a variation from the kit in hand. This suggests they are still making changes in the kit. None of this created a real problem and assembly was quite easy compared to some resin kits I have built. The body is in two parts divided along a real seam line. The cockpit consists of eight parts. The interior was painted **Model Master Silver Chrome Trim**. The two reddish parts on each side are the chromate primed steel frame.



With the body closed up, and the other parts prepped, I painted everything **Tamiya Titanium Silver**. Then painted the body **Tamiya Gloss White**.

On the real car, the wheels are enclosed in spats, so on the kit the tires are only partials which glue into a recession on the bottom of the (resin) spat. To hold the car to the base, I ran a brass rod through the tire into the spat on each wheel. **In my kit**, the spats had some bad spots and required some work, but as I said, I bought it knowing this fact.

On the top of the engine are two parts labeled intercoolers. These are white metal parts, so I just buffed them and gave them a coat of **Tamiya Clear Gloss**. I did have to make a shim for the forward end to achieve a better fit. To reduce drag, the real car did not have a radiator. The engine cooling was run through a tank filled with ice. There are pictures of them putting chunks of ice in just before the run.



The steering links were added after painting. The bullet ends were supplied in white metal, but the shafts are made from aluminum tubing.....not supplied in my kit, although the directions show the size needed and length to cut. After clean-up, they went together well. The only thing I did was to add a brass pin to the linkage part where it attached to the body.

The only real complaint I had about my kit was the axel parts...which are white metal...were spongy. This required a good bit of sanding to get them clean enough. But, again, my kit was a 'second' and this may not be indicative of full price kits. These parts can be put in place after the body is together which makes painting much easier.



There is a small wind screen on the **SBHS**. **ARM** provides a small piece of clear plastic for this purpose. However, they have no mounting points. After studying the picture, I super glued two short pieces of lead wire to the sides of the clear part. When set, I bent the ends and super glued the assembly in place. The wire mimics the metal frames quite well. The only markings in the kit are the black lettering on each side of the car. Three of these are provided in the kit. They went on in the usual way with no problems.



I chose to put my car on Daytona Beach the day of the crash. The base was done in my usual way: stained poplar wood, with a fill of railroad foam. Grout for the sand. The trick was getting the ridges made by the tire tracks.



In conclusion, I thought this was a nice kit of a unique subject. It went together well with little problem. The figure is a bit chunky, but not bad. This is an excellent kit for the relative beginner, although white and silver can be a bit tricky to paint. I am looking forward to the two others I purchased.

**GENERAL KNOWLEDGE AND PRIVATE INFORMATION**

**Melitta von Stauffenberg**

While recently visiting **Half-Priced Books**, I found a copy of *The Junkers Ju.87 Stuka* by Peter C. Smith. Other than his man crush on Hans-Ulrich Rudel, I found the book to be very good, particularly if you are interested in

the developmental history of the aircraft. But it was this picture which caught my attention.



*(that's Claus on the far left)*

She was also a test pilot and worked on the Stuka program, being the first to test the Stuka's automatic pull out device. She was arrested at the time of the July Plot, but was released. She survived until April 8th, 1945, when she was shot down by an American fighter while ferrying a Bucker Bu-181 Bestman to southern Germany. She crash landed the airplane, but died of wounds a few hours later. Ironically, she had Jewish ancestry and early in the war, had been briefly dismissed from her job because of it. She had received the Iron Cross, second class and [Gold Front Flying Clasp for Bombers with Diamonds](#). Her husband, Alexander, was not involved in the plot, but was arrested and sent to Dachau, but survived the war.

*(Note: While I acknowledge that Rudel was a brave, skilled pilot and combat leader, he was also an unrepentant National Socialist that spent a lot of his post war time hanging out with Hitler wanabes like Argentina's Juan Peron and Paraguay's Alfredo Stroessner. He evened helped Josef Mengele )*

Here are a couple other pictures.



This is Melitta Schenk Graffin von Stauffenberg. The name von Stauffenberg sort of just jumped out at me, so I did a little research and found Mellita was a sister-in-law of Claus von Stauffenberg, the leader of the Valkerie plot to kill Hitler.

Dave Kimbrell





## BATHTUB ADMIRALS

Reading and researching a project one day brought home to me the significance of radar in WW II both as a weapons system and as an identification feature in photos and on a model. Every country developed radar system for shipboard use. There seems to be some correlation between the countries with the most success in system development and tactics and those that won the war.

In the span of about ten years, the US Navy went from no radar whatsoever to a dizzying array of mounts to the point that, not only did they have problems finding space to mount them, they had to compensate for the additions by reducing weight elsewhere to keep the ship stable.

If you are afflicted with AMS, radars can be a particularly nettlesome subject. In the good old days you got a ship kit that was non-time specific. The radars included were often blobs that bore little resemblance to the actual set. Mixing sets from different periods wasn't uncommon...but at that point, no one cared.

Modern kit manufacturers generally do a good job when it comes to getting the right sets on the model as it is in the box. The problem comes when you want to do another ship from that class. It was very common for different ships to have different radar suites due to different trips to the yard for repairs and overhauls.

The same can be said if you want to do this particular ship in a different year. It's almost certain that a kit for 1943 will be different than the 1945 version you want to build, especially if you find out that a refit occurred in between. It's not just a matter of buying an aftermarket PE set of radars but you also have to make sure they go in the right location.

## The Broad Stuff

Radar essentially falls into three broad categories. First is the surface detection function where you are trying to see if there is anything out there. It might be a ship or an island, but seeing anything in the dark or bad weather gives you a tactical advantage over someone who can't.

Closely following this was the development of fire control radar. Once the search function determines a target is out there, the radar that was merged to the legacy, optical fire control director determines a solution to aim the guns at the enemy. Having a second unit freed the surface set to continue monitoring the big picture. Being able to shoot at something you can't see with the Mk. 1 eyeball gives you an advantage as long as you trust the data you are being given.

As the airplane became recognized as a threat, air search radar also became a requirement. Since aircraft and ships presented different detection issues, both couldn't be done well at the same time on the same radar. Specialized radars for planes were developed and mounted in addition to the surface sets. While the US relied heavily on the 5inch/38 dual purpose mount for both surface and air combat, its radar eventually needed fire control help to be most effective in the AA role and there would be specific AA fire controls sets for the smaller caliber weapons.

Since radar was a new technology, it was often a situation of trying to fit a square peg in a round hole since most ships were designed with no provision for them. This pertains to both the dishes and the sets themselves. A heavy dish needed to be placed as high as possible for range and clear field of view. The sets and dishes needed to be located as close as possible in most cases since long cable runs degraded the signal. Both created space and weight issues when located high up on the ship.

## Nomenclature

Bureau of Ships (BuShip) oversaw the development of surface and air radars. Bureau of Ordnance (BuOrd) oversaw the fire control radars. BuShip used a letter system where the first letter designated the purpose of the radar. F was for fire control, S for surface search. The second letter was a sequential indicator of when the unit was developed. BuOrd merely used a Mark 1, 2, 3, etc. to designate their units.

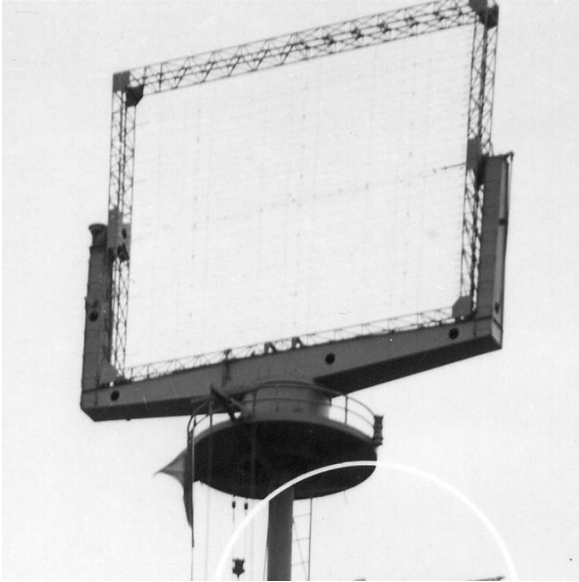
Even though it wasn't their responsibility, that didn't stop BuShip from issuing their own designations for the fire control radars. Thus, when you see FD, it is the same thing as the Mark 4. Different authors chose their style

and sometimes it can lead to unnecessary confusion if you are using multiple sources.

## Surface Search Units

### CXAM and CXAM-1

Photo # 19-N-32465-A Antenna of USS Chester's CXAM radar, 6 August 1942



The first unit to see broad service in the Navy was the CXAM unit. This was produced by RCA and was a fusion of features from the XAF and CXZ sets that were tested in 1937-39. The first CXAM unit was delivered in 1940. The CXAM-1 units were slightly more accurate but otherwise unchanged from the originals.

Because it was a large unit, installation was limited to cruisers, battleships and aircraft carriers. It was actually used as a dual purpose unit for both aircraft and surface detection. Sources vary on how far it could detect an object. Aircraft were listed at 50 miles and ships at 14 miles (curvature of the earth will always make surface detection shorter.) Actual practice varied but most of that had to do with where the set had been mounted on the ship.

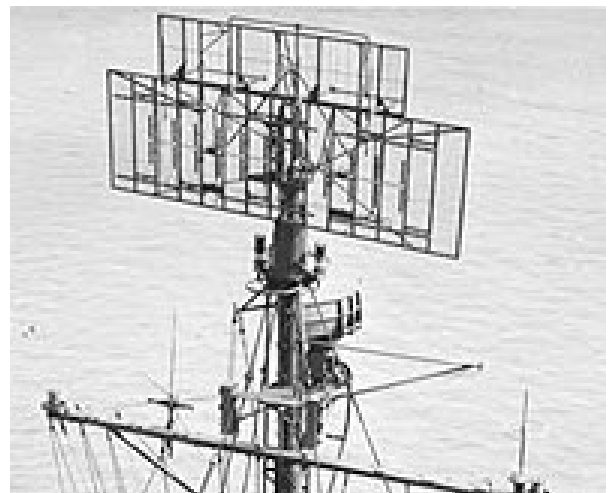


In this picture of the XAF test unit on *New York*, the radar will certainly have range limitations because of how low it is mounted on the superstructure as well as having a blind spot aft.

The CXAM has a very similar appearance to the later SK air search unit being a large, square dish. The key identification feature for the CXAM is the mounting bracket along the base and half way up the sides.

Six CXAM and 14 CXAM-1 units were built. This number can seem larger as some of the units were re-purposed onto other ships. (Several damaged Pearl Harbor battleships had their units moved to other ships while they were under repair.)

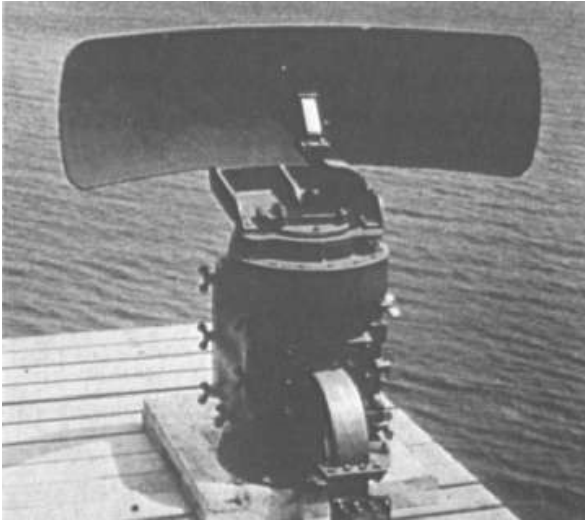
### SC Series



The SC series were developed from the CXAM radar with a smaller array. The SC was widely distributed through the fleet by the start of the war. The SC-2 was half the height of the SC array and was found on smaller ships like destroyers and destroyer escorts due to its lighter weight. IFF screens are not really part of the radar but were

commonly attached to the SC and SK radars as in the picture. It is the rectangular 'tab' on the top of the radar itself.

### SG Series



The SG was a dedicated surface search set that took over most of the work of the CXAM and SC units, freeing them up to be used exclusively for air search. The SG was very popular for the beginning since it was smaller than the other units and was very accurate. Its only real problem is that it was more susceptible to signal loss if long cable runs were involved than other units. Many ships would have two units to overcome blind spots and to simply provide a backup. It is often very hard to spot in photos because it is so small, but it is also easily recognizable as it is the only unit used on surface ships that had a solid dish.

### SM



The SM radar doesn't truly fit here as it is a radar designed to guide night fighters and was mounted on

carriers dedicated to this (e.g. *Saratoga*, *Enterprise*, *Independence*) so very few of them were even mounted. I mention it because, due to its shape and location, it might be confused with a SK-2. It was much smaller and also sat on a solid cone-shaped mount unlike the cylinder mount of the SK series.

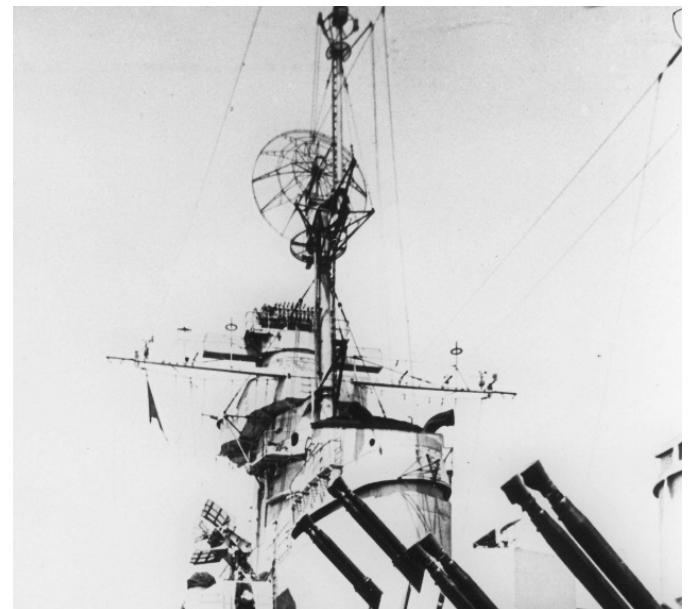
### Aerial Search Units

#### SK Series



The SK group took the SC set and returned to the larger, CXAM type aerial. Its size and weight (5000 pounds) limited it to the largest ships. 250 SK sets were produced and an additional 75 SK-2's (with the round parabola antenna) were produced. Again, note the IFF on top of the SK in the picture.

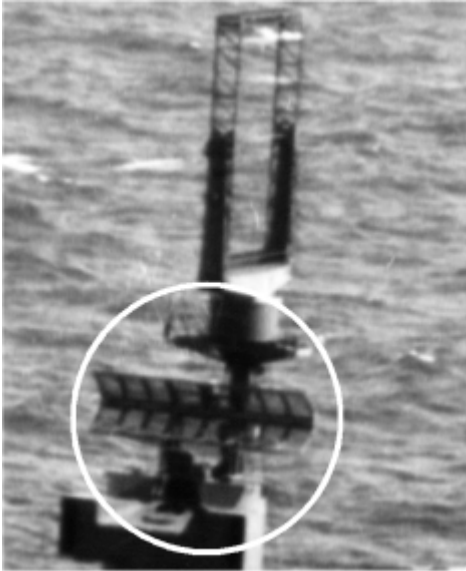
#### SK-2



The SK-2 is probably the most recognizable radar from the war due to its size, shape and prominent location. It also helps that it was associated with the ‘sexist’ ships—the fast carriers and battleships. Most of those ships, however, started the war with either a CXAM or SK set and shifted to an SK-2 during a refit—usually around 1944.

## Fire Control

### Mark 3 (FC)



The Mark 3 is also known as the FC. It is the first of the fire control radars used on US ships. It is also one of the hardest to locate in photographs due to its small profile. Most of the earliest mounts would be found on top of the conning tower of battleships. Some were also mounted on top of the main battery director. In this mode it could only be aimed by rotating the director. Even after the Mark 8 was mounted, some ships retained their Mark 3 as a backup if space wasn't an issue.

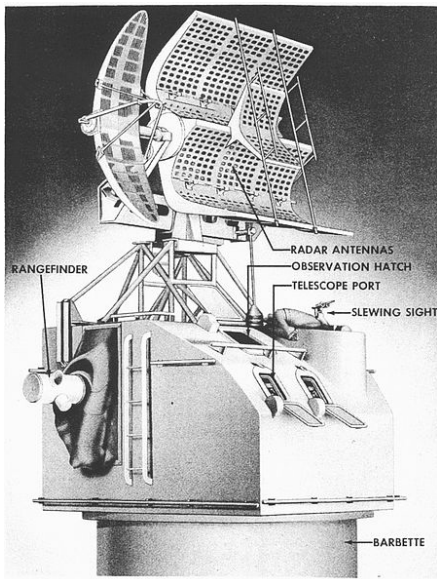
### Mark 4 (FD) and the Mark 33



The Mark 4 starts the ‘marriage’ of optical and radar for the small caliber guns in the US Navy. In the 1920's, the 5in/25 was the standard secondary weapon for AA fire. Optical control started with the Mark 25 fire control mount. This was replaced by the Mark 33 and then, in some cases, by the Mark 37. The Mark 37 was a superior director with greater accuracy but the Mark 37 weighed quite a bit more than the Mark 33, so there were some places where it was just too heavy. Both systems look very similar, so it is difficult to tell them apart.

This is where things start to get complicated. The Mark 4 radar is essentially the Mark 3 cut in half and stacked, creating the distinctive ‘double curve’ dish. It was mounted on top of both Mark 33 and Mark 37 mounts. As the Mark 12 radar became available it would replace the Mark 4 IF it was on a Mark 37 mount.

## Mark 12/22 and the Mark 37

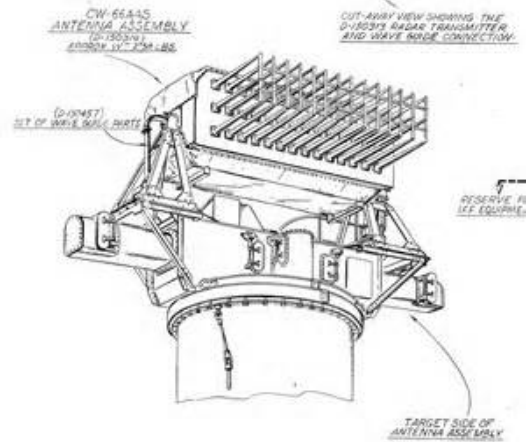


The Mark 12 looks very similar to the Mark 4 as it is also a double-curve dish. The main visual cue is the presence of two vertical dipoles on the face of the dish of the Mark 12. Most photos aren't close enough for these to be seen. Generally, the easiest way to know if you are looking at a Mark 12 is the presence of the Mark 22 'orange peel' height finding radar mounted on the side.



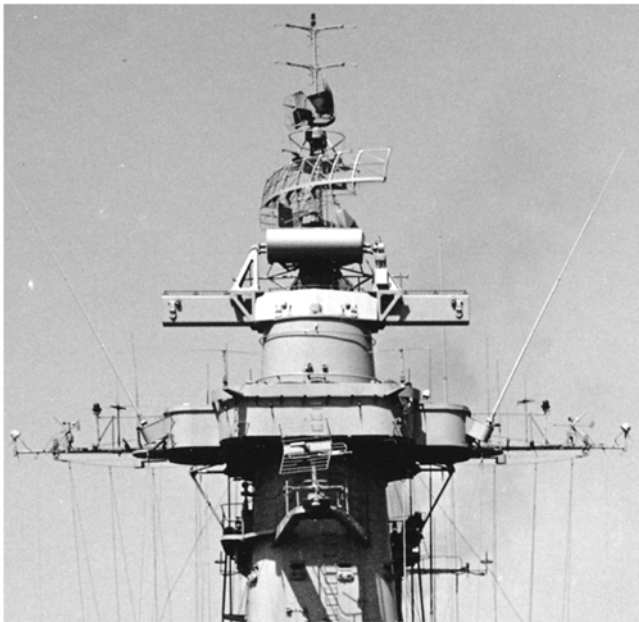
This is not an iron-clad rule, however, as some ships never received a Mark 12 but still added a Mark 22. *Saratoga* was one such ship. The post-war photo shows her aft Mark 33 with a Mark 4 on top that also has a Mark 22 attached. It could be that, as the central ship in a task force, the better units were allocated to the ships protecting her. It could also be that her age and diminished role made it less important that she have the latest and greatest across the board.

## Mark 8 (FH) and Mark 13 (FM)



The Mark 8 was specifically a main battery fire control unit like the Mark 3. It, too, was usually found mounted on top of the main battery optical director. The Mark 8 had a distinctive forest of dipoles sticking out from the face of the unit. This also made it somewhat fragile. This had as much to do with it being replaced by the Mark 13 as anything since the accuracy of the two was virtually identical. The Mark 13 usually had cover on the face of the transmitter resulting in a teardrop shape when viewed from the side.





Again, the idea here is to illustrate the main variants of US radars from WW II and to help the modeler evaluate photos of the ship he is wanting to build. If it is straight from the box, you may not need this information as much as you might if you are trying to date a personal photo or configure a ship for a different year. Of course, if you aren't afflicted with AMS it may not matter anyway.

Sources:

Stern, Robert C., Lexington Class Carriers,  
Friedman, Norman, U.S. Battleships: An Illustrated Design History, Naval Institute Press, 1985  
[https://en.wikipedia.org/wiki/Ship\\_gun\\_fire-control\\_system](https://en.wikipedia.org/wiki/Ship_gun_fire-control_system)

Rick Jackson

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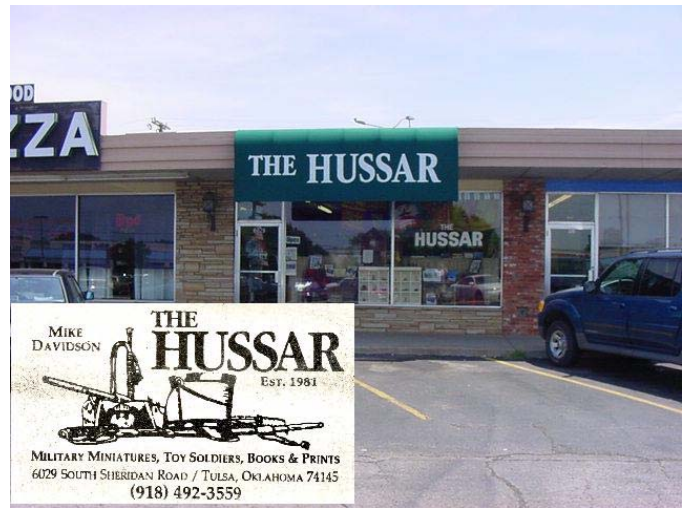
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 Canada & Mexico \$35  Other / Foreign: \$38 (surface) (check must be drawn on a US bank or international money order)  
Payment Method:  Check  Money Order  Credit Card (mc/visa/axc)  
Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_  
Chapter Affiliation, (if any): \_\_\_\_\_  
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:  
Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_  
**IPMS/USA** P.O. Box 2475  
Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org) North Canton, OH 44720-0475

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# OHMS EVENT CALENDAR

## 2015

August

- 1 HAMS 9th 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)
- 7 OHMS Meeting. MOM contest.
- 21 OHMS Meeting. Program night. Pictures from IPMS Nationals.

September

- 4 OHMS Meeting. MOM contest **OFFICER ELECTIONS.**
- 12 **SuperCon 2015**, Bob Duncan Community Center - Vandergriff Park, 2800 S. Center Street, Arlington TX, IPMS - Fort Worth Scale Modelers, [Bryan Tucker](#) 817-419-8439
- 18 OHMS Meeting. Program Night.
- 26 AutumnCon 2015, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the American Legion Hall, Post 16, 2031 Ronald Regan Hwy (formerly Old Hammond Hwy). Northshore Scale Modelers. Contact [Andy Useman](#) 225-229-8204
- 26 15<sup>th</sup> annual CASM Sproo-Doo Contest & Swap-Meet, Statehouse Convention Center, 101 E Markham St., Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact [Brianna Childres](#) 501-269-9086

October

- 2 OHMS Meeting. MOM contest.
- 10 Austin Scale Modelers Society hosts the ASM Capitol Classic at the Norris Conference Center, 2525 West Anderson Lane. [Randy Bumgardner](#) 510-402-8750
- 10 Chisholm Trail Scale Con 2015, Midway Baptist Church, 5135 S Broadway, Wichita KS. [Map](#). IPMS Chisholm Trail Scale Modellers [Jeff Cadenhead](#) 316-522-5328
- 16 OHMS Meeting. – Program night. Build Night.

November

- 6 OHMS Meeting. MOM contest
- 20 OHMS Meeting. Annual Club Auction

December

- 4 OHMS Meeting. MOM contest.
- 18 OHMS Meeting. Christmas Party

## 2016

January

- 1 OHMS Meeting. MOM contest.
- 15 OHMS Meeting. Program Night. Build Night
- 30 CALMEX 30, IPMS/SWAMP, Recreation District 1 Multipurpose Center, 1221 Sampson Street, Westlake LA, [Robert Leishman](#) 337-589-4614

February

- 5 OHMS Meeting. MOM contest

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