O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER

Volume 43, Issue 10 **October, 2013**

Coming Events

October 4--OHMS Meeting. MOM contest.
October 5-- Austin Scale Modelers Society hosts the Region 6 Convention at the Norris Conference Center, 2525 West Anderson Lane. Contact Eric Choy 512 554-9595
October 12-- ConAir 2013-- Kansas Aviation Museum, 3350 South George Washington Blvd., Wichita KS, IPMS/Air Capital Modelers. Contact Mark Vittorini 316-440-6846
October 18-- OHMS Meeting. Program Night. Build Night.
November 1-- OHMS Meeting. MOM contest
November 15—Annual club auction.

Meeting Reports

Business Meeting—September 6

Officer elections were held. Basically, the existing officers were re-elected by acclamation.

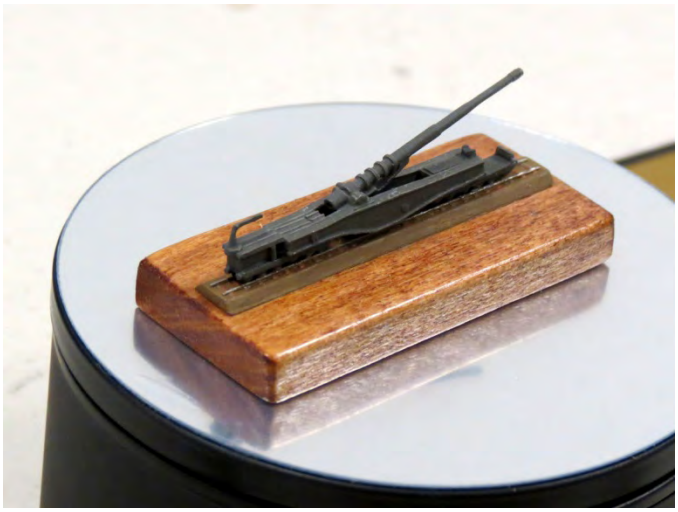
Some ideas were floated about doing a theme-based MOM or club project. Nothing definitive was selected, but everyone was asked to ponder on it and we would re-visit it at a future meeting.

Gary has suggested we have another display at the store. In this case, sometime during the Christmas shopping season is being considered.

Model of the Month— September 6

USS Triton ***Rick Jackson***

P-47D ***Butch Maurey***



K5(E) ***Dave Kimbrell***

Celtic Chicks ***Melyssa Smith***

Me-109 ***Butch Maurey***

USS Seawolf ***Rick Jackson***

Rick Jackson's initial installment in a planned collection won the award this month.

Program Night—September 20

This was the annual review of the National Convention with slides provided by Dave Kimbrell and Rick Jackson.

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!

To participate, you must bring either two kits for donation (but more is ALWAYS preferable) or pay $5 'admission'. 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 print out a receipt with a total. 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.

A few thoughts from the Head Chicken...

IT'S LIKE WRITING POETRY

Steve Foster and I were chatting the other day about building models for ourselves or building to fit into contest categories. You build a model and display it the way you think sets it off the best, then find your model pushed into dioramas or some other category into dioramas or other categories you did not intend. So, do you do it the way you want or to fit a contest category? A lot of people say do it the way you want; that's what is important. But, it is no fun to see your latest put into a category where it gets lost in a crowd of models that just seems to crush your puny attempt.

Well, I liken the whole thing to writing a sonnet, haiku poetry, or a sitcom TV show. These have a very set pattern that you need to follow in order to create this style. So, you can write any kind of poetry, or write a sonnet, but you can't do both. And when I start a model, I give thought to how it would fit into contest categories. With a little though, you can usually tweak your project to make sure it fits where you want, and that's the art of it.

Always read the rules and know precisely what they say. Unfortunately, many times, the contest officials don't follow the rules as written. And equally unfortunate, is the sad fact that they don't ignore the rules uniformly, either. Oh, well.

The Dark Side

Come To The Dark Side.....where we look for a job that doesn't end up with us handcuffed to a radiator.

The Shape Of Things To Come; The Renault FT-17

It can be said that the first two years of WWI were spent in search of a weapon. Both sides sought something to break the virtual stalemate created by the machine gun and the trench. The British and French sought a technological answer and the Germans went in search of better tactics; which is somewhat ironic considering that there were far more educated German soldiers in the Kaiser's army than in either the French and British services. What the Allies came up with, working separately, was a vehicle covered in armor and running on caterpillar tracks; the tank. Of several designs, one stood out and would see service for the next quarter century.

The Renault FT-17 light tank is the first of all modern tanks. The basic layout.....driver in the front, fully revolving turret, engine at the rear, has been the standard layout since it came into being. While some have put the drive in the front, the engine stayed in the rear. The

exception is the Merkava, but it still follows the basic rule with that nice revolving turret.

The general history of the tank in WWI is fairly well known….at least the British end. The French end was totally separate from the British project. The first one was the Schneider. It had that boat-like bow, two machine guns, and a short barrel 75 mm cannon. Due, in part, to the fact that the British got their tanks into the field first, the Schneider did poorly. The Germans had begun deploying light field guns to the front lines and these had a very bad effects on the fuel tanks mounted in the front area of the vehicle. The next vehicle was the St. Charmond. This had the boat bow, but carried the 75 mm quick firing field gun. It has been described as an elephant on the legs of a gazelle; it made the A7V look graceful.

The Schneider had been designed by General Estienne. He was a very unconventional thinker.....like most of those that make a difference. He was also smart enough to recognize the Schneider as a dead end and went back to the drawing board. He understood that they needed a tank that would not over tax the French automotive industry. He had met Renault and discussed it with him; the end result was the two man FT-17. They would build more of these than any other tanks built in WWI and many would soldiered on well after WWI. Most post WWI armies acquired them and used them as a basis for their tank forces.....two were even found in Afghanistan. It is believed the last Renault FT-17 action was when the Japanese overran the French garrison in the Hanoi citadel in 1945.

The plan of deployment for the FT-17 was to have a lot of tanks that could support the infantry by countering the numerous German machine-gun nests. These were usually sited in mutually supporting positions and were difficult for the larger tanks to get them all. *Numbers have a quality all their own* and the Renault solved this problem and broke the hegemony of the machine-gun and signaled the end of trench warfare. The smaller Renaults could also go places the larger tanks could not go. However, the FT-17 suffered from the mechanical weaknesses of the day, and more were lost to mechanical failure, than enemy action. One point was the fan belt. In fact, many crews would tie a rag to the exhaust screen to be able to tell quickly if the fan was not turning. After a few days of action, the Renaults need overhauls; they would never lead to a blitzkrieg-like break through. In 1918, the Germans began using unit made land mines to counter the threat of the Renaults. This may make the FT-17 the first armored vehicle to be destroyed by an IED.

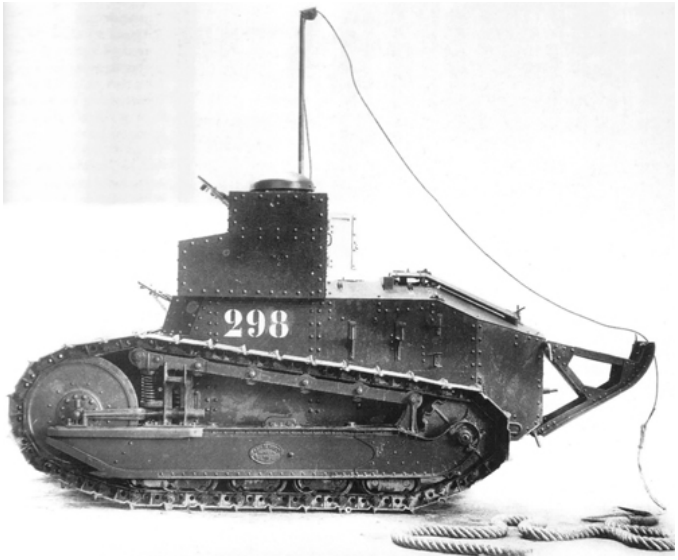
The first FT-17 had a cast turret which only mounted the 8 mm Hotchkiss.

The next version had a turret made from flat plates riveted to an interior frame. This one could mount a low velocity 37 mm gun.

This and a third turret became the standard. It was round, forged steel with a separate cast steel roof riveted on. Known as the Girod, it too could mount the 37 mm gun.

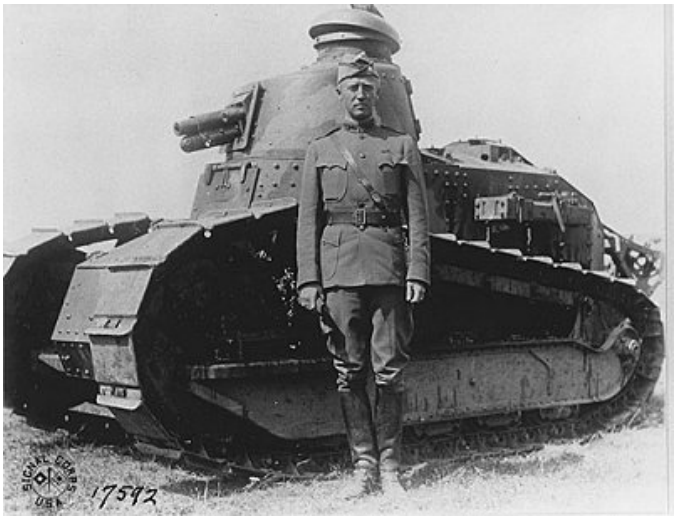
There would also be a version with a 75 mm gun.... the same one as in the Schneider....

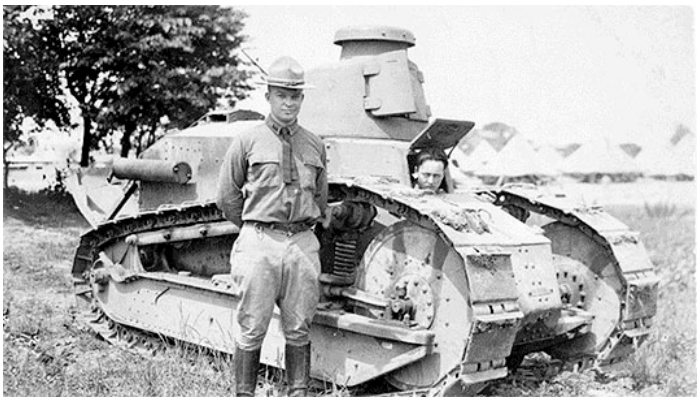
and a radio carrier.



Since Renault did not have large enough facilities to produce the numbers required, the production was also handled by several other companies. The designation FT-17 simply comes from the Renault firm's production code which stuck as the name.

In the United States, the tank was called the Six-ton Special Tractor M1917. They did not like the Renault engine and substituted a Buda four-cylinder model. They also added a bulkhead between the crew and engine, along with a self-starter. One visual difference is the muffler on the port side instead of the right side on the French tanks. None of the American tanks were ready before the end of the war. The American 344th and 345th Battalions operated French built machines. Americans used the same marking system as the French--playing card symbols on white squares or circles-- however, the French put them on the rear hull sides and the Americans on the turret. Here are shots of two American officers who would become well known in years to come.





Kits:

There are not many choices for this important tank. There was an old 1/32 **Scale Link** white metal kit back in the 1970s. Then there are the **RPM** kits in 1/35th.

While these can be built up to look like the Renault, they suffer from poor quality track and an overly large gap between the hull and suspension units. However, they have put out a large number of versions. There is a 1/72nd version still around from the **Airfix/Matchbox** line.

Now we have two new versions. A 1/35th offering by **Meng** and a 1/16th issue by a new company called **Takom**.

Both are to have interiors and engines. There is also a

Tauro 1/35 kit of a Fiat 3000 which was the Italian version.....not a copy, but based off the Renault design.

As I write this, I have the **Meng** kit to examine. It appears very crisp in molding and has a truly comprehensive interior....not just a gun breach and a few items for the driver. The kit comes with snap together, single link tracks, a full engine and transmission, photo-etch parts, and metal springs for the suspension. It can be built with either the 37 mm gun or two different machine guns. There are markings for four vehicles; one WWI French, two WWII French, and one WWII German. There are interior parts for the different versions. As you can see from this picture the engine and transmission go together quite well.

Additional Reading:
Treat'em Rough by Ring W. Larder
Treat'em Rough Birth of USA Armor by Dale E. Wilson
The Renault FT-17 Light Tank by Steven J. Zaloga (Osprey-Vanguard #46)
US Armour Camouflage and Markings 1917-45 by Steven J. Zaloga (Osprey-Vanguard #39)
FT-17/M1917 WWI Tanks Walk Around by David Doyle (Squadron/Signal 27023)
French Tanks Of WWI by Steven J. Zaloga (Osprey New Vanguard #173)
Armoured Onslaught: 8th August 1918 by Douglas Orgill (Ballantine Battle Book #25)
No Man's Land by John Toland

GENERAL KNOWLEDGE AND PRIVATE INFORMATION

The Oklahomans (and Texans) of Sherwood Forest

In 2007, the last surviving member of this group, Lewis Dugger died. He was part of a group of Oklahomans.....including a few Texans.... that went to England in 1943 to drill a series of 100 shallow oil wells to keep the British going. Their work was done in secret rivaling that of Operation Overlord. Working around the clock, the work at night was done under the illumination of two shaded light bulbs. Due to food rationing, many of the men lost more than twenty pounds. While the British had experience with deep wells like those in the Middle East, they were unable to exploit this field in Sherwood Forest due to a lack of personnel with experience in shallow drilling. Coming to the U.S., they made contact with Lloyd Noble who, with the cooperation with Fain-Porter Drilling, put things together. It is believed this would produce the equivalent of three oil tankers a month in production. The Americans worked so quickly that British experts refused to believe the depths drilled in one day. Of the 44 man crew, only one....Herman Douhit, a Texan..... was killed on the job. He is the only civilian buried in the American Military Cemetery near Cambridge.

Four rigs were sent to England. One was lost to U-boats, but was replaced later. These were mobile jackknife rigs which were faster to erect and dismantle than those used the British. The oil recovered was just the right type to be refined into 100 octane aviation fuel. The Oil Patch Warrior Memorial in Ardmore , OK honors these men and others.

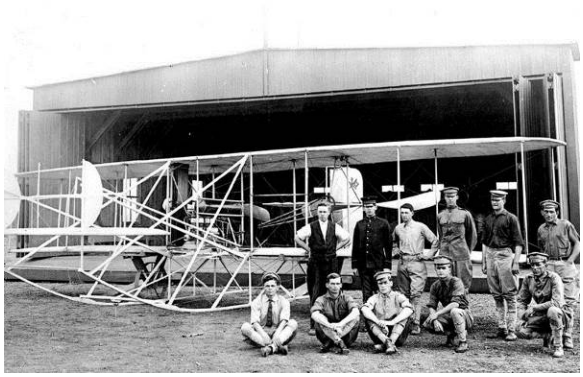
Dak

Mind of the Married Modeler

Military Aviation Before the Great War (pt.1)

Several months ago Dave Kimbrell suggested that he, Rick Jackson and I write about the history of WWI given that the 100th anniversary of the start of the war is coming up in August of 1914. Both Rick and Dave already began several months ago. Rick is focusing on ships and naval warfare. Dave will be doing all kinds of topics, his first was on machine guns. This will be my first installment. I will be focused on all things that have to do with the air; a very tall order indeed. Since WWI is my passion it is difficult for me not to want to write a 300 page dissertation on each topic. I will try my best to be terse and succinct; hah! I have been struggling with how to put together a good story about the air service and how it progressed. It still is a work in progress. I wasn't sure how to start, but have decided to begin with a ditty on what military air service was like before the war; really through 1913; with a few items from the first part of 1914. I plan to talk about the land airplane here and not the lighter-than-air service (airships and balloons) or the maritime planes. I will dedicate an entire column to the lighter-than-air service and the water based planes in the months to come. I will also include some of the significant advances in airplane support, e.g., machine guns and wireless.

The United States was the first to have a military airplane, buying a *Wright* plane in 1908. The Army actually set up an Aeronautical Division in 1907. Despite the waning attitude towards military flying in the United States after 1909, the army and navy were quite busy. On October 22, 1909 at an airfield in College Park, Maryland, Wilbur Wright and Lieutenant Fredric Humphrey made a 42-minute night flight, the first recorded night flight in history. In 1910 the Army relocated aviation tests to Fort Sam Houston, Texas where Glenn Curtiss played a more prominent role.



Curtiss Biplane, Fort Sam Houston, 1910

In June of 1910 Curtiss dropped dummy bombs (8" lengths of lead pipe) on a mockup battleship in Lake Keuka. In July while flying a two-seat pusher his passenger Lieutenant Jacob Fickel fired a rifle from the air hitting a 3 x 5 foot target. In March of 1913, the First Aero Squadron was established in Texas City. The squadron had 9 biplanes and six pilots besides the commander Captain Charles deForest Chandler.

More examples of American shortsightedness relates to the development of the bombsight by former coast artillery officer, Riley Scott. In October of 1911 he demonstrated rather effective bombing for the time, flying at 400 feet and 40 mph he missed a 4x5ft target by 10 ft. The Army General Staff was not impressed and rejected developing Scott's bombsight. Scott took off for Paris and won a French bomb dropping competition. The French government immediately bought his bombsight and a version of it was used by the Bulgarians in the Balkan War of 1912.

In the Summer of 1912, US Army aviators at College Park met with Lieutenant Colonel Issac Lewis. He had an improved version of a drum-fed machine gun designed by Samuel McClean that he suggested be tested on a *Wright* biplane. On June 12, 1912 a machine-gun was fired from an airplane for the first time. Captain Charles deForest Chandler of the United States Signal Corps fired a *Lewis Gun* from a *Wright Model B* biplane piloted by Lieutenant Thomas de Witt Milling at Maryland, USA. After testing the gun, the Army rejected it since it had already decided against armed airplanes! Lewis, infuriated, left for Europe where he formed production partnerships with Belgian and British arms manufacturers. The rest is history…

In 1912, the United States Army purchased six *Burgess Model H* biplane trainers, the first airplanes with tractor-mounted engines. The United States War Department lacked interest in aviation and most of the brilliant inventors left for Europe. The American public was quick to dismiss the importance of military aviation, preferring to envision it as a new adventure to be pursued for fun and sport. This is easily seen when one examines the amount of money spent and the number of pilots trained before WWI, comparing the U.S. to that of some of the European countries. From 1908-1913, France and Germany each spent the equivalent of $20 million; Russia, 12 million; and even Belgium, 2 million; U.S.A. spent a paltry $500,000. In 1913 there were 2,400 certified civilian and military pilots in the world, less than 100 were in America.

Military flying started in France in 1909. The first mission occurred on June 9, 1910 with a flight from Châlons to Vincennes. The military pilot's license was started at the end of 1910 and included a 60 mile cross-country flight. At the end of 1910 there were 39 pilots and 29 army airplanes. Also at the end of 1910, the French navy designated its first pilots. Until WWI, aviation was part of all of France's annual military manoeuvers. The French experimented with mounting a machine gun on a *Nieuport IV.M* in 1911.

Machine Gun on Nieuport IV.M

In Great Britain military testing began in 1909. A new unit of the British Army was established April 1, 1911: the Air Battalion of the Royal Engineers. The Royal Flying Corps (RFC) was established in April 1912. October of 1912 the RFC placed orders for the *Vickers E.F.B.1*, the first British airplane built as an armed fighting aircraft.

Vickers E.F.B.1

The *Experimental Fighting Biplane No. 1 (E.F.B.1)* was designed in response to a British Admiralty requirement

for an aircraft intended for an offensive role. As such, it was notable for being the first British aircraft to be specifically designed for a military role. A contract for an experimental prototype was given to *Vickers* on 19 November 1912.

The resulting aircraft was an unequal-span staggered wing two bay pusher biplane with the tailplane mounted on booms behind the wings and the crew of two housed in a nacelle above the lower wing, with the engine behind them. The pusher layout was necessitated by the requirement for a forward firing gun, since gun synchronization mechanisms had not been developed at the time. Extensive use of metal was made in its structure, the tail booms and wing spars being made of steel and the nacelle of steel tube with a covering of sheet duralumin. The armament consisted of a single belt-fed 0.303 *Vickers-Maxim* machine gun mounted at the front of the nacelle on a flexible mounting. It was exhibited at the Aero show at Olympia in February 1913, but crashed soon afterwards, possibly on its first flight. Nevertheless the design was considered promising enough for work to be started on another aircraft of similar design, the *Vickers E.F.B.2*, and this line of development would eventually lead to the *Vickers F.B.5 Gunbus*.

The Royal Navy set up its own permanent flying school on the Isle of Sheppey on December 1, 1911. In June 1914 the Navy branched off the RFC to form the Royal Naval Air Service under the prompting of Winston Churchill.

Military aviation started in Germany in 1909 and was reorganized in 1912**.** In January 1912, Anthony Fokker established the *Fokker Aeroplanbau* in Germany, the predecessor to the *Fokker Aircraft Company*. In 1913, German engineer Schneider patented his original synchronization mechanism for a fixed machine-gun installation on an airplane. In 1913, the German company *Oberursel Engine Works* acquired a license to build French *Gnome* rotary aero engines.

Fokker Spider 1910

Military aviation started in **Italy** in 1909 and was reorganized in 1912. On June 27, 1912 – Following successes using aircraft against the Turks in North Africa, Italy formed a specialized Air Battalion (Battagliore Aviatori).

Turkish Army Aviation Section was formed in 1912. On March 15, 1912 the newly established Turkish Army Aviation Section received its first two French-built aircraft. During the First Balkan War of 1912 the force consisted of 9 airplanes: *Rep Monoplane, Mars Pfeil, Bleriot XII-2, Bleriot Penguin, Bristol, Prier-Dickson Monoplane, Ponnier Monoplane, Deperdussin, Rumpler Doppeltaube, Harlan Eindecker*.

Military aviation started in **Russia** in 1910 and the Imperial Russian Air Service was created. Many aircraft were purchased from France and military officers were dispatched to France for flight training in these early years. In 1913, The *Dux 1* biplane became the first armed, Russian-built aircraft. In August, 1913 Lieutenant Pyotr Nesterov of the Imperial Russian Air Service became the first pilot to loop the loop. He was flying a 70 hp *Nieuport IV* at 1,800 feet. After he landed he was arrested for endangering government property.

Military aviation started in **Austria** in 1909 and was reorganized in 1911 when they decided that the airships were too expensive and decided to support the more inexpensive and versatile airplane. The Chief of General Staff Conrad von Hotzendorf in October 1910 called for an air force of 400 pilots and 200 aircraft; obviously they were not able to follow through. He was responsible for setting up the Army's first aircraft competition in 1910 that was limited to Austrian and Hungarian firms. The *Etrich Taube* built by *Lohner* was recommended to be the Army's "plane". In April 1911 the first Army flying school was established and by the end of the year there were 16 pilots and several *Taubes*. In 1912 Austria-Hungary ranked second in the number of world aviation records held. Most of these were achieved flying the *Lohner Pfeilflieger.*

Lohner Pfeilflieger

The air ministry approved purchase of 28 *Lohner* biplanes in November 1912. Between that plane and the *Taube*, *Lohner* held a monopoly and this would be the demise of the Austro-Hungarian aircraft future. The smaller and possibly promising companies were forced out of business. Many brilliant young inventors, designers and engineers

left for other countries, most notably Germany.

Piazzo in Bleriot XI

The first military use of an airplane in a war (Italo-Turkish War) was on October 22, 1911 when Captain Carlo Piazza of the Italian Royal Army Air Service undertook a reconnaissance mission from Tripoli to Azizia in a *Bleriot XI* equipped with a 25hp *Anzani* 3-cylinder engine with no instruments. On November 1, 1911 Second Lieutenant Giolio Gavatti performed the first aerial bombardment in an *Etrich Taube*. In a leather bag he carried four 4.5lb bombs and had the detonators in his pocket. As he neared a target he put the bomb on his knees, fitted the detonator, and threw it over the side of the cockpit at Turkish positions. In the Italo-Turkish War, the Italians had an air force of nine planes: 2 *Bleriot XI*, 2 *Etrich Taubes*, 3 *Nieuport II* and 2 *Farmans*. While the effects of bombing were debated, most agreed that aerial reconnaissance including still and motion-picture photography was significant and quite valuable.

Etrich Taube

In the Balkan Wars, Turkey, Bulgarian, Serbia and Romania all "threw" together some sort of "airforce" with 9-15 airplanes each. As in North Africa they were not typically used offensively. Instead they again provided valuable reconnaissance information. Both sides recognized this and began to try and shoot at planes. Aircraft flying below 3,000 feet became vulnerable to ground attack and thus, the dawn of anti-aircraft guns. Actually the idea of anti-aircraft guns had already been thought of by the French and Germans in 1910 and 1911 respectively.

French Anti-Aircraft Gun Mounted on Car, 1910

German Anti-Aircraft Gun, 1911

In November, 1913 the first air-to-air combat in history took place over Mexico during the Mexican Revolution, when 2 American mercenary pilots, Dean Ivan Lamb, flying for Pancho Villa, and Philip Rader, flying for President Huerta, exchanged pistol shots in mid-air; neither was hit.

In 1913, the world's first gyroscopic automatic stabilizer was demonstrated in a *Curtiss F flying-boat* by Americans Lawrence Sperry and Lieutenant Bellinger. This would prove significant in the Great War to come.

On March 1, 1912, Albert Berry made the first parachute jump out of an airplane, leaping from a *Benoist pusher* biplane piloted by Tony Jannus at 1,500 feet over Kinlock Field at Jefferson Barracks in St. Louis, Missouri.

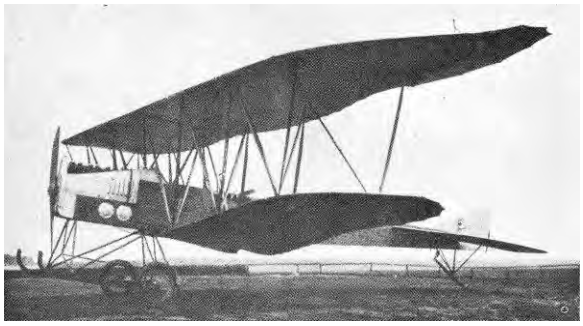
Radiotelegraphic transmissions had been made in a balloon in 1902. In 1910 the U.S. used wireless from a plane flying at 500 feet to the aerodrome at Sheep's Head Bay in Brooklyn, NY. At about the same time Maurice

Farman conducted similar tests in France. An alternative method of communicating, although obviously less secure was the Means system of signaling by Morse code using smoke signals which was tried first by Louis Breguet. This method was not pursued but did lay the foundation for skywriting.

Bleriot XI

For dogfighting which was unheard of at the time, the ability to do inverted flight had beneficial implications. Louis Bleriot wanted to show that the *Bleriot XI* was capable of this. On September 1, 1913 Adolphe Pégoud executed the first inverted flight on a *Bleriot XI* powered by a 50hp Gnome engine.

In 1914 Germany finally started to secure some aviation records; these typically came in underpowered aircraft that employed a Mercedes straight 6 cylinder 75-100hp water cooled engine. The endurance record was set in July, 1914 by Reinhold Boehm flying an Albatros biplane with a 75hp Mercedes engine carrying 132 gallons of fuel. He flew for 24 hours and 12 min.

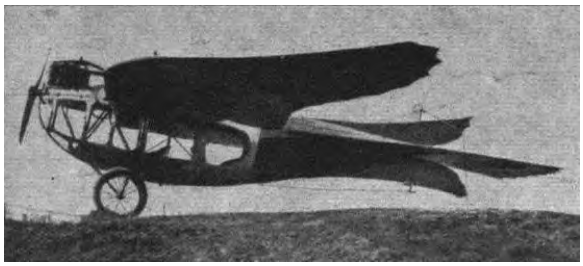


Albatros Biplane

The following is courtesy of Fred Jane as published in JANE'S ALL THE WORLD'S AIRCRAFT 1913. It covers Military aviation through March, 1913. If you have never seen a copy, it is like the census of aviation, an incredible resource. It is available by e-book for free at: http://www.gutenberg.org/files/34815/34815-h/34815-h.htm. We can use it here as long as a clear link to the Project Gutenburg license is provided (http://www.gutenberg.org/wiki/Gutenberg:The_Project_Gutenberg_License) and the following statement is clearly stated: **"This eBook is for the use of anyone anywhere at no cost and with almost no restrictions whatsoever. You may copy it, give it away or re-use it under the terms of the Project Gutenberg License included with this eBook or online at www.gutenberg.org."** I will not go into details about all the countries, instead I will focus only on the major combatants. Entente Powers: England, France, Russia, Italy, Belgium and United States; Central Powers: Germany, Austria-Hungary and Turkey. We have to keep in mind that the information contained here is likely subjective. For instance how much can we trust that we knew everything about German aviation in 1913. It is also incomplete, as I am sure that a great deal of information is available with perhaps better details especially in the Peter Grosz Archives (for instance). That which is presented here is not meant to be a definitive source but instead a good starting place and is still a fantastic window into 1913 military aviation. It is a bit disjointed but I have tried to edit and include information that would be of interest; probably not to everyone but certainly to those of us that are WWI fanatics. Some of it may overlap with that above but c'est la vie.

Austria-Hungary

Army Section. At the end of 1911 the Army possessed 4 monoplanes and one *Lohner* biplane. During 1912 they acquired, **20 monoplanes**: 1 *Bleriot*, 2 *Nieuport*, 15 *Etrich-Taube*, 1 *Etrich* limousine, 1 *Deperdussin*.



Etrich Taube Limousine

6 biplanes: 4 *Lohner-Daimler*, 1 *Mars*, 1 *Klobucar*. The 2 *Nieuports*, 1 *Etrich* limousine and the 4 *Lohners* were the only ones built in Austria.

Lohner-Daimler

Naval Section. 4 seaplanes were acquired during 1912: 2 *Donnet-Levêque* and 2 *Paulhan-Curtiss.*

Belgium

Military Airplanes. At the end of 1912 the military air force consisted of three 50hp *Gnome H. Farman* (model 1911 military), used for instructional purposes, and twenty-four 70hp *Gnome H. Farmans* (model 1912 military), for war work. The military school was at Brasschaet, near Antwerp. The following is a school outline:

1. *Theoretical course.*—Lectures on meteorology, structure of airplanes, aviation motors, etc.

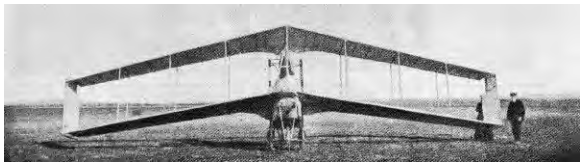
2. *Practical.*—This, in addition to flight, consists of dismounting and replacing parts of airplanes and aerial motors, all general repairs, erecting hangars and aerial photography.

The school possessed nine hangars, of which three were Bessonneau type, three wooden, and three metal. For 1913 the sum of £20,000 was to be expended for purchase of airplanes and the establishment of aerial squadrons at Antwerp, Liege, and Brasschaet. The air force was organized into six squadrons of four units each. The full complement of each squadron was eight aviators, fifteen to 20 mechanics, and six citizen soldiers.

Britain

Royal Flying Corps. In 1912 the Royal Flying Corps was instituted. It consisted of two wings, navy and army, with a central flying school at Upavon, Salisbury Plain.

Royal Aircraft Factory. It was situated at Farnborough. Some *B E* biplanes were built there, but the principal object of the factory was repairs and maintenance.



Dunne

Naval Wing Royal Flying Corps, Airplane Section. The flying school was at Eastchurch, Sheppey. There were four air stations: (1) Isle of Grain, (2) Calshot, (3) Harwich, (4) Yarmouth. At the end of March, 1913, the total number of airplanes in the Naval Wing including those on order, school machines, etc., was about 32; of which about 16 were effective for war purposes or available at short notice.

These machines were as follows: **7 monoplanes**: 1 *Bleriot,* 2 *Deperdussin,* 1 *Etrich,* 1 *Nieuport,* 2 *Short*. **15 biplanes:** 1 *Avro,* 2 *Bristol,* 1 *Breguet,* 1 *Caudron,* 2 *H. Farman,* 1 *M. Farman,* 5 *Short,* 2 *Sopwith*. **10 seaplanes**: 1 *Astra,* 1 *Avro,* 2 *Borel,* 1 *Donnet-Leveque,* 1 *H. Farman,* 1 *M. Farman,* 3 *Short*.

Avro Monoplane Type F

Army Wing Royal Flying Corps, Airplane Section.

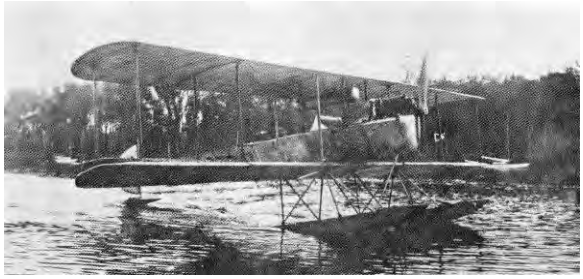
The Army wing had its headquarters at S. Farnborough, its constitution being as follows: 1st squadron (airships or kites). 2nd squadron (airplanes) base at Montrose. 3rd squadron (airplanes) base at Salisbury Plain. 4th squadron (airplanes) base at S. Farnborough. An airplane squadron nominally consisted of 18 airplanes (9 in service, 9 remounts). At the end of March, 1913, the total number of airplanes, including those on order, school machines, etc., was about 110, of which about 50 (including some monoplanes not in use) were effective for war purposes or available at short notice.

The total of 110 was thus made up: **22 monoplanes**: 2 *Bleriot,* 4 *Bristol,* 5 *Deperdussin,* 4 *Howard-Flanders,* 1 *Martinsyde,* 6 *Nieuport*. **86 biplanes**: 4 *Avro,* 22 *B.E.* type by various makers, 2 *Breguet,* 2 *Caudrons,* 30 *Farman* (various types), 6 *Short*—and about 20 *Avro* or *Farman* or *Short* not delivered.

France

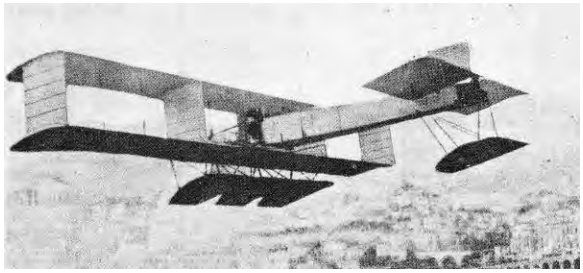
Military Aviation

In February, 1912, the then total of 208 effective airplanes were divided into "squadrillas" consisting of eight airplanes; attached to these eleven or twelve motor cars, one traction car and one fast car, also a repairing car and repairing van. It was then estimated that at the end of 1912, 344 airplanes would be available for service. The estimated personnel was provisionally fixed at 234 officer pilots, 210 scouts, 42 mechanics, 110 officers, 1,600 corporals or sappers and 550 privates. Approximately £880,000 was spent in aviation during 1912, and £1,000,000 was estimated for future years.



Astra Seaplane

The French military aviation centers were all upon somewhat the same footing as fortresses, and the greater part of the work comes under the head of "confidential." The principal school was at St. Cyr, which was specially selected because the ground was rough and mostly covered with small shrubs: it being held important to train officers from the first to rise and land on ground similar to that most likely to be found in war time. Each station was supplied with large portable wooden-framed hangars covered with canvas. These could be rapidly taken to pieces and re-erected. Each station was supplied with its own special motor transport. All military machines were provided with a compass and map case in front of the pilot and sketching apparatus in front of the observer. Although a few non-commissioned officers were taught flying, the organization only contemplated the employment of commissioned officers as pilots. The age limit was 38.



Canard

On April 16th, 1913, the flying corps was modified. The principal features of the corps became as follows:

Establishments:

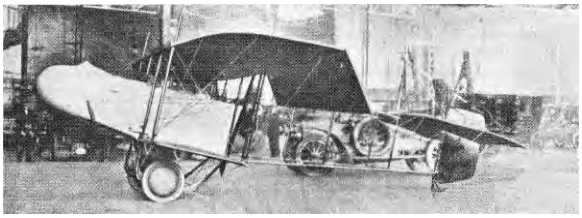
1. Schools.
2. Special establishments, dealing with purchase, construction, and big repairs.
3. *Directions*. Administration of *material*.
4. Depots. A species of dockyards dealing with minor repairs, etc.

Administration:

There **were** three main groups, each commanded by a colonel. Each group **consisted** of dirigibles and airplane "escadrilles," and **was** fully equipped with establishm**ents, etc. The three centers were**: Versailles, Reims and Lyon.

General:

All squadron units were made up of machines of the same make and power. Pilots were detailed as required to any particular unit, and liable to transfer from one to another, though in practice such transfers were rare.



Henri Farman 1913 Military

Army Airplanes. During 1912 nearly 500 machines were delivered to the Army, but a great many old machines were scrapped. At the end of March, 1913, the force stood at 421 effective for war machines, plus an uncertain number of school machines and obsoletes. About one-third or more of the effective airplanes were *Farmans*. The rest consisted of all leading French types, proportionated more or less to the productive capacity of these firms. Also certain other experimental makes.

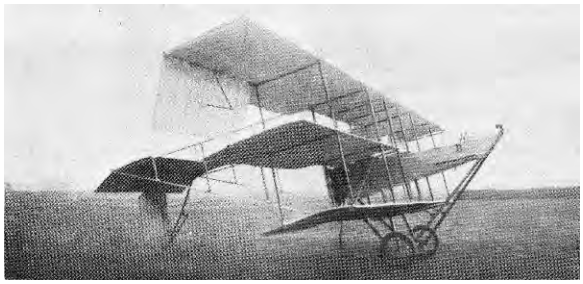
Zodiac

Navy Aviation. The Navy section of French military aviation was still in the "being formed" process. At present (1913) the number of effective war machines was small. It was made up of hydro-avions of the following types:—*Astra*, *Borel*, *Breguet*, *Caudron*, *Deperdussin*, *Donnet-Leveque*, *Farman*, *Paulhan-Curtiss*, *Sanchez-Besa*, the total at end of March, 1913, being well under 20. There were also two special *Bleriot* type fitted with floats, which carried 330 lbs of explosive, were fitted with wireless, had a speed of 140 km.p.h. (85 m.p.h.), and a radius of about 600 miles (1,000 km.)

Germany
Army General

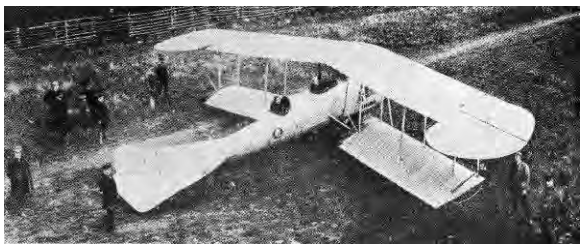
Kuhlstein

The new Army law provided £400,000 (80 million marks) for Army aviation (including dirigibles), in addition to a considerable share of the £4,000,000 which was being spread over a period of five years. The Army aerial force was to be commanded by 2 inspector generals. The aviation force was put at 4 battalions. *Headquarters*: Berlin. *Stations*: Aachen, Allenstein, Cologne, Darmstadt, Doebritz, Freiburg, Graudenz, Hannover, Insterburg, Jüterbog, Koenigsberg, Metz, Posen, Strassburg, Zeithain. Army Flying Schools are in Diedenhofen, Doeberitz, Metz, Oberwiesenfeld, Saarburg, Sperenberg.



Euller Triplane

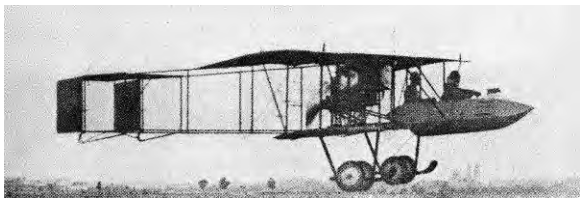
Army Airplanes. At the end of 1912 the airplane force was as follows: Bought in 1911: **10 monoplanes** (2 *Grade*, 1 *Schultze*, 5 *Rumpler*); **25 biplanes** (3 *Albatross*, 22 *Farman* type.) Bought in 1912: **91 monoplanes** (20 *Bristol*, 1 *Dorner*, 2 *Etrich Taube*, 2 *Grade*, 6 *Harlan*, 20 *Mars*, 40 *Rumpler Taube*); **144 biplanes** (50 *Albatros*, 12 *Aviatik*, 30 *Euler*, 10 *Otto*, 2 *L.V.G.*, 10 *Mars*, 6 *Wrights*). Making a total of **270** of which number about 200 were war-effectives. For **1913** there were **200** new airplanes being built or provided for.



Mars Biplane

Under the new regulations, military machines had to comply with the following conditions:

1. Must be of entirely German manufacture, with ample and comfortable seating accommodation for pilot and passenger.
2. Design must permit of fitting bomb droppers and photographic apparatus.
3. Speed capabilities must not be less than 90 kilometers (56 m.p.h.)
4. Dimensions must not exceed 49 feet span (14.50 m.), 39 feet long (12 m.), 13 feet high (3.50 m.), and the motor not more than 100 h.p.
5. Minimum endurance, 4 hours.



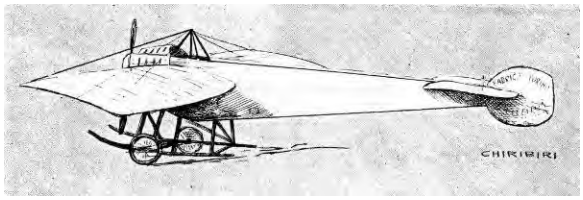
Otto Biplane

Union Flugzeugwerke

Italy
Military Airplanes.
At the end of 1911 there were about 20 machines, mostly *Bleriots* and *Farmans*. The majority of these were still in use for school purposes. At the end of March, 1913, there were about 50 machines effective for war purposes (plus a number of school machines).

Caproni No. 16 Monoplane

They were roughly as follows: *Bleriot, Bristol monoplane, Caproni, Deperdussin, Farman, Hanriot, Nieuport, Savary.* About 40 machines were on order, including 12 *Bristol-Capronies*.



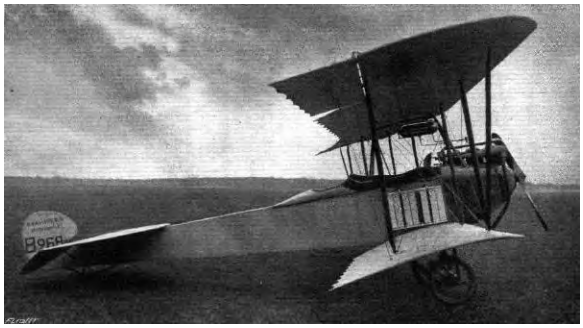
Chiribiri

Naval Airplanes. Effective at end of March, 1913: 1 *Calderara*, 1 *Guidoni-Farman* and 4 or 5 others.

Russia

Army Aviation.

Early in 1912, under the presidency of the Grand Duke Alexander, the special school of the Volunteer Aerial Association was finally formed at Sevastopol for the winter and Gatchina for the summer. In June 1912 an order for 150 airplanes (140 to be built at home) was approved. 1,050,000 rubles was set aside for a new school at Tauride.



Aviatik Biplane

In December, 1912 the Aeronautical school was re-organized and put under control of one commandant, one assistant, and four juniors. The course was made seven months with 15 pupils per school at a time. A one month course in airplanes, aerial motors, etc. Of the pupils, 10 were to be selected for airplanes. A new flying school was established at Taskend in Turkestan. In March, 1913 new schools were established at Moscow, Odessa and Omsk.

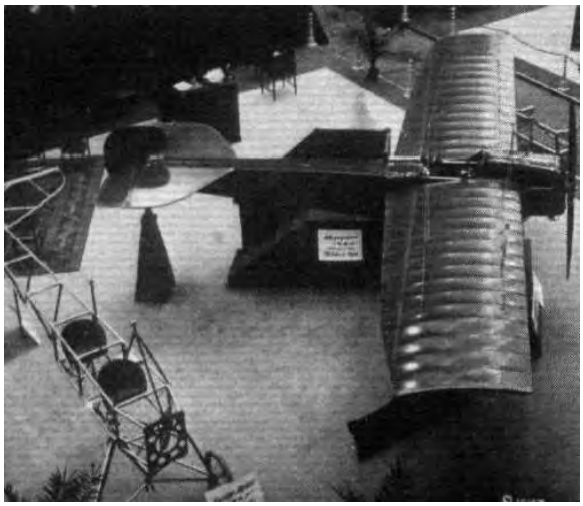
Maurice Farman MF.11 Shorthorn

At the end of 1911 the total number of military airplanes was about 100. At the end of March, 1913, the total number was about 250, of which about 150 were modern. Principal types: *Albatross*, *Aviatik*, *Bristol*, *Deperdussin*, *Farman*, *Nieuport*, *Rumpler*, there being an average of 20 of each. The majority built under Russian license in Russia. The number of actual military pilots was 72. There was, however, a special volunteer corps of about 36 private aviators, bringing the available total to 108 or thereabouts.

Navy Aviation.

In September, 1912 a special naval aerodrome for seaplanes was ordered for Golodai Island, near Petersburg, bringing the total of military and naval aerodromes to 6. A *Sikorsky* seaplane was acquired. Also an *M. Farman* was acquired. A new naval station projected at Libau. In October, 1912 a Naval purchase of several *Curtiss* hydro-avions after trials at Sevastopol. At the end of March, 1913, the approximate effective force was as follows (all hydros, or capable of being so fitted): 1 *Astra*, 1 *Breguet*, 2 *Donnet-Leveque*, 1 *Farman*, 4 *Paulhan Curtiss*, 2 *Nieuport* (50 h.p.), 1 *Sikorsky*; a number of others on order. Early in 1913 experiments were carried out with a combination of floats and skids, invented by M. Lobanoff, of Moscow. This proved equally effective on land or water.

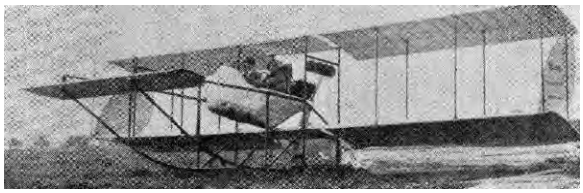
Turkey



REP Series D Monoplane

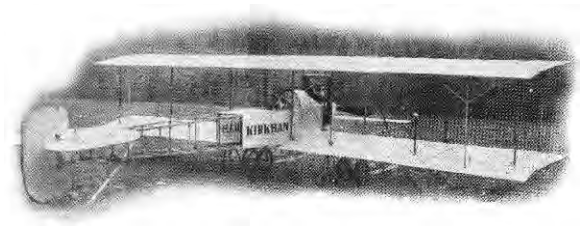
There was a military aerodrome at S. Stefano. In March, 1913, there were about 12 monoplanes (*Harlans & Reps*), and one or two biplanes. Only one seemed actually to have been used. Several other airplanes were captured during the war, generally in their packing cases and unopened. In April, 50 machines were reported ordered from Germany.

USA



Boland Tailless

In **1913** additional requirements were made by the War Department which specified an enclosed body, bullet-proof armour, .75 chrome steel, for engine and aviator, provision of necessary instruments and wireless, with, as desirable features, silencer and cut-out, self-starter and an efficient stabilizing device. At the end of March, 1913, the effective Army airplanes consisted of three 50 h.p. *Wrights*, one *Wright-Burgess*, several old machines. The Navy had two *Wright-Burgess* hydros and a few nondescripts. The estimate for Army "effectives" at the end of the present year (1913) was 21 (5 *Burgess*, 6 *Curtiss*, 10 *Wright*).



Kirkham Biplane

Kits

There are a few kits available of prewar military planes. I would say that most are available because many of them were carried into the war. I am sure that there are more than those listed here but this is a pretty good start. All are 1/48 unless noted. Since I am not a 1/72 junkie, there may be many in that scale that I have not mentioned.

Inpact/Pyro: Bleriot XI
Blue Max: Avro 504
Gavia: Bristol Scout C
Arthur/Flashback/Eduard: Etrich Taube
HR Models: Fokker M.5
Maquette & ICM: Ilya Muromet (1/72)
Copper State Models: Nieuport IV.G
Planet Models: Nieuport IV.M
Eduard: **Sopwith Tabloid**
Special Hobby: Sopwith Schneider
Blue Max: Vickers F.5.B
Omega Models: Various especially in 1/72.

Literature

1000s; here are a few used above:

-Mackworth-Praed, B. Aviation: The Pioneer Years. (1990) Chartwell Books. Secaucus, NJ, USA.
-Dick, R. and Patterson, D. The Early Years. (2003) Boston Mills Press. Erie, Ontario, Canada.
-Hallion, R.P. Taking Flight. (2003) Oxford University Press. NY, NY, USA.
-Gunston, B. (editor) Aviation Year By Year. (2001) Dorling Kindersley Limited. London, England.
-Durkota, A., Darcey, T. and Kulikov. The Imperial Russian Air Service. (1995) Flying Machines Press. Boulder, CO, USA.
-Grosz, P.M., Haddow, G. and Schiemer, P. Austro-Hungarian Army Aircraft of World War One. (2002) Flying Machines Press. Boulder, CO, USA.
-Nikolajsen, O. Turkish Military Aircraft Since 1912. http://www.ole-nikolajsen.com/book%20contents.htm
-Wikipedia (with caution).

**Next month we will examine Maritime aviation (seaplanes, floatplanes, flying boats, Naval planes) and lighter-than-air craft (airships and balloons).*

Steven Foster

The Gamer's Gambit

Greetings all and thank you for reading the new article. This is for those who are interested in figure painting, particularly those involved with gaming. While these articles will have a serious gaming bent they are first and foremost about the putting together, altering, and painting of figures of all types from larger scale figures, military figures, to your down and out table top gaming minis.

In the coming articles I wish to go through different companies who make figures and review them on ease of putting together, technique for altering or fixing difficult assemblies as well as detail along with the different materials these figures are made of and how well they take glue and paint. "But wait!" you might exclaim.., "Don't you just take them out of their little package and start

slapping paint on?" The answer is, no. They actually can be quite complex and by just being a little off in your gluing you can alter the entire look and feel of a figure. This might not matter if you are just slapping a mini down to play a half-cocked character in a monthly game but for someone who wants an awesome mini, either for gaming, for entering into competition, or just to make something beautiful, there is a lot more involved.

To start let's explore Games Workshop.

I am sure at least a few of you fine people have heard of this company, or at least of Citadel who owns Games Workshop. To be honest Warhammer and the games like it that this company produces are mostly slap on some good colors and rock, or at least that is the case for those who want to just PLAY dangit! But this is not the case for everyone who boldly steps into this massive undertaking. Now keep in mind, this is not a game I play (Mostly because I simply do not have the copious amounts of cash to make it worthwhile). It is a complex war game that can become as heated as any sport you might see and has been known to lead to blood feuds of a vicious nature, nobody had died yet that I have heard but one might consider this surprising with the amount of emotion a truly enthusiastic game can elicit.

This being said, let's talk minis. Your average mini set will come as a small group to make up your army.

These are the cheaper minis and once about the time was quite monochrome. To a certain extent I think they still can be but it seems someone at Citadel wised up and realized that an army isn't made of clones, unless it is of course. Individuality! This is what the Warhammer gamer craves, pretty is nice too of course, and while guys might not usually admit it, a pretty army is always encouraging. If you can set your army out and make your opponent wet himself, this is always a win.

As one can imagine, the cheaper sets are going to look and feel it, as such they tend to be made of plastic and tend also not to offer much by way of detail. There are also singletons. These are more expensive (and stronger in the game if you are counting that) and can be made of white metal or a mix of metal and plastic.

These tend to be better detailed. And then you have the truly awesome ones made of resin with high detail. Now personally I have stuck to the first and second two types. These were my introduction to the world of minis and I got them to paint and enjoy but not to play.

As far as how good they are, I find them to be interesting, a good first set to begin with but they are slightly pricey. They can become truly awesome pieces of art however, if you do decide to mess with altering them you might want to start with your cheapo plastic doolies first (yes that is a technical term).

They also offer paint and tools. These are nice but overpriced in my opinion. However they do offer some of the best acrylic paints for modeling that I have worked with. The bottles dry out too fast though and there is never enough paint to make it worth the price.

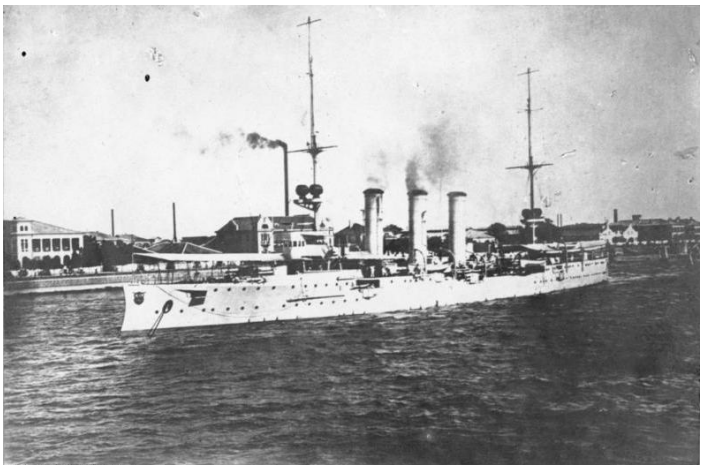
Well that is all for my first article, I hope you enjoyed.

Ta.

Melyssa Smith

BATHTUB ADMIRALS

German East Asia Squadron Part I—SMS *Emden*



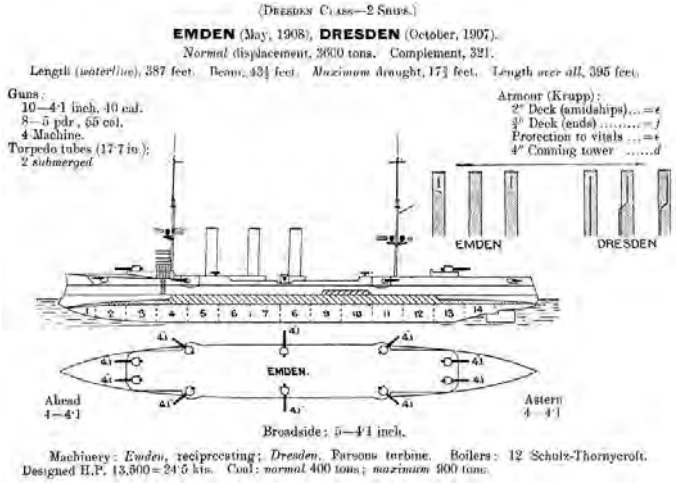
Not every naval battle of WW I happened in the vicinity of the North Sea or even Europe. Half a world away, several events occurred that had significant impact on shaping the war.

Once German aspirations to become a major power took hold in the late 1800's, they began to accumulate colonies like the other major powers. Colonies and the trade routes need protection, so the Germans also had to establish squadrons based in the far-flung corners of the world to perform this function.

One such squadron was the East Asia Squadron based at Tsingtao on the China coast commanded by Maximillian von Spee at the time the war started. Although a small unit consisting of just six warships, the East Asia Squadron was one of the most respected and effective units in any navy. The squadron centered on the two armored cruisers *Scharnhorst* and *Gneisenau*, four additional light cruisers (*Nurnberg*, *Leipzig*, *Dresden* and *Emden*) and support ships.

Germany was behind many of the events that brought along WW I and alerted Spee what was coming. Realizing that the British forces in Asia (along with her allies) would overwhelm them, Spee made plans to return to Germany by crossing the Pacific. His plan was to create havoc by disrupting communication, trade and being a general nuisance. He could do more tying down a disproportionate number of British ships hunting for him than he could in a battle.

The *Emden*

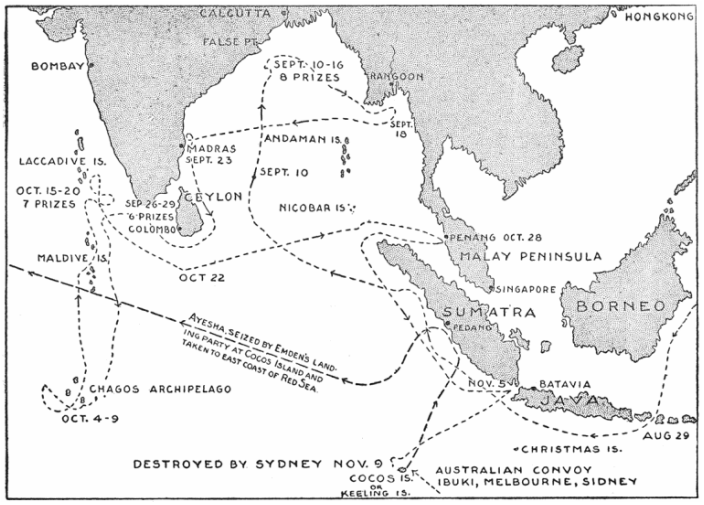


Emden was a light cruiser and sister to the *Dresden* (even though they were built with different power plants). Launched in 1908, she came in at 3,364 tons and mounted 10 10.5cm (4.1-in.) guns. Her captain, *Korvettenkapitan* (Lieutenant Commander) Karl von Müller, became one of the most respected commanders of the war due to his policies toward his men and foes alike.

Karl von Müller

Müller had the same idea as Spee about how to tie up the British. His plan, however, was to take E*mden* and a coaler into the Indian Ocean to disrupt the trade routes there. No one could have been under any illusions that this would be essentially a suicide mission. Unable to resupply ammunition and limited to food and coal they brought with them or captured, time would be limited. Both commanders certainly realized that the purpose of this plan was to take the pressure off the squadron attempting an eastbound crossing of the Pacific unsupported. Raising havoc in the Indian would totally focus the British on *Emden*.

On August 14, *Emden* separated from the rest of the squadron and headed to the Indian Ocean. Her voyage became one of legend.



Voyage of the Emden

Officially entering the ocean on August 29th, it didn't take long for her to make her presence felt. On Sept. 10th, she started taking prizes deep into the Bay of Bengal. Müller scrupulously followed prize rules and protected the lives of the sailors on the ships he captured, regardless of nationality. In return, he received great cooperation from his victims in following the rules for captured ships. During the week of Sept. 10-16, *Emden* captured or sank eight ships. In short order, commercial traffic ground to a halt. Insurance rates soared and ships refused to sail without escort. Efforts to find *Emden* were fruitless. She was everywhere and nowhere at the same time. On the 23rd, she bombarded the oil facility at Madras.

Madras after the attack

She continued to raid facilities and capture ships well into October.

One of the ships in the Indian Ocean that Emden *imitated was HMS* Yarmouth

Early on, Müller discovered that his ship could be camouflaged into looking like a British cruiser by rigging a fake fourth funnel. More than once, this allowed *Emden* to close with unsuspecting victims or pass by potential combat unharmed. What also worked in her favor was the lack of communication in much of the area. Many of the isolated islands only communicated by ship-borne mail. Many didn't even know there was a war on. At Diego Garcia on October 5, Müller was able to spend ten days leisurely working on the ship as the guest of the government.

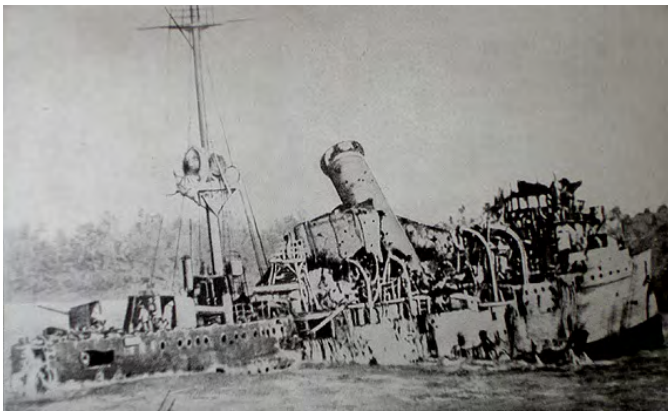
The End Comes

Over the course of nearly two months, *Emden* made a mess of normal life in the area. She sank or captured 30 ships. Up to 60 British and Allied ships became involved in the pursuit. More may have been possible, but her luck ran out.

Her final fate was something of an accident. *Emden* was attempting to destroy the telegraph station on Direction Island in the Cocos Islands on November 9th. Because she had not rigged the fake funnel, officials on the island sent out an early call of a strange warship approaching. The light cruiser HMAS *Sydney* was escorting a convoy only 55 miles away, so she was able to arrive to investigate in just hours.

HMAS Sydney

Sydney was bigger, faster and heavier armed than *Emden*, so the results was pre-ordained when she caught *Emden* in the harbor. *Emden* raised anchor just after 0900, having to leave the shore party on the island. She got in a few blows, but by 1100, she was a wreck and was beached off North Keeling Island.



Wreck off Keeling Island

Sydney attempted to catch the coaler, failed, and returned to *Emden* around 1600. Because the battle ensign was still flying, a few more shells were fired, but soon Captain Müller and the remaining crew were incarcerated. They were eventually imprisoned at Malta.

The exploits of the ship and crew were hailed in Germany both for the overall effect they had on the war effort and

the way the crew performed. Public relations were still important at this point, and the chivalrous way Müller behaved scored points. All of the officers received the Iron Cross First Class while 50 of the crew received Iron Cross Second Classes. After the war, when Müller was repatriated, he was promoted to captain and awarded the *Pour le Merit* (essentially, the German Medal of Honor)

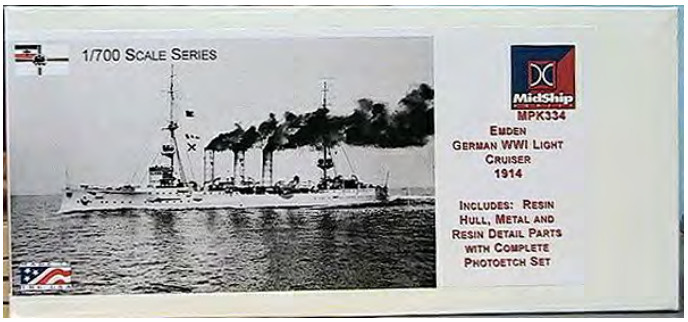
The shore party had an adventure of their own. At 50-strong, they commandeered a schooner and eventually escaped all the way to Constantinople.

Kits

Due to her fame, we now begin to find several versions of a WW I subject in kit form.

Perhaps the best known is the Revell Germany version in 350th scale. It builds up to a nice size at about 14 inches. This is no longer listed in the company catalog or on websites, but can be found on vendor tables. Knowing Revell, it's very likely their *Dresden* kit is exactly the same mold and could be substituted if you find it instead.

Blue Ridge Models has recently released a 1/700th scale version. This is a rebox of an earlier kit, once by Midship…



and probably by Classic Warships before that, but I don't know that for sure. The Blue Ridge version includes the typical goodies of a modern release like PE and a wood deck.

HP Models also has a kit of the *Emden* in 1/700th, but I haven't found an image of it. They also appear to be the only manufacturer to have a model of the *Sydney*. Ditto on the image. Both appear to be available.

Rick Jackson

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OHMS EVENT CALENDAR

2013

October

4 OHMS Meeting. MOM contest.

5 Austin Scale Modelers Society hosts the Region 6 Convention at the Norris Conference Center, 2525 West Anderson Lane. Contact Eric Choy 512 554-9595

12 ConAir 2013-- Kansas Aviation Museum, 3350 South George Washington Blvd., Wichita KS, IPMS/Air Capital Modelers. Contact Mark Vittorini 316-440-6846

18 OHMS Meeting. – Program night. Build Night.

November

1 OHMS Meeting. MOM contest

15 OHMS Meeting. Annual Club Auction

December

6 OHMS Meeting. MOM contest.

20 OHMS Meeting. Christmas Party

2014

January

3 OHMS Meeting. MOM contest.

17 OHMS Meeting. Program Night. Build Night

25 CALMEX 28 IPMS/SWAMP Managan Center, 1000 McKinliey, Westlake LA, Robert Leishman 337-589-4614

February

7 OHMS Meeting. MOM contest

15 ModelFiesta 33, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, Kent Knebel 210-481-2731

21 OHMS Meeting. Program Night.

March

2 RiverCon II, Trends & Trains Hobby Shop, 7143 Mansfield Rd., Shreveport LA, IPMS/Red River Modelers, contact JACK CRUMBLISS (318)-828-4597

7 OHMS Meeting. MOM contest

8 IPMS MCMA Showdown 24, Dr. Pepper Center, 12700 N Stemmons Frwy, Farmers Branch TX, Metroplex Car Modelers Association, Len Woodruff 972-979-5722

21 OHMS Meeting. Program Night.

29 IPMS Flying Tigers Great South Tigerfest XXI, St. Jerome K.C. Hall, 3310 Florida Ave., Kenner LA. Contact Richard Marriott (504) 737-9514

29 IPMS Tulsa Modelers Forum model contest (not to be confused with the non-IPMS figure contest in June), Bixby Community Center, 211 N. Cabaniss, contact **David Horn** 918-810-1880

April

4 OHMS Meeting. MOM contest.