



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 43, Issue 9

September, 2013

Coming Events

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

September 14-- Fort Worth Scale Modelers SuperCon 2013. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433

September 20-- OHMS Meeting. Program Night. Slides from Nationals.

September 21--13th annual CASM Sprou-Doo Contest & Swap-Meet, AR Health Center, 6701 Highway 67, Benton, AR, Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact casmmodelers@gmail.com

September 28-- AutumnCon 2013, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the Clarion Inn, 501 N. Hwy 190. Contact [Andy Useman](mailto:AndyUseman) 225-229-8204

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](mailto:EricChoy) 512 554-9595

October 12-- ConAir 2013-- Kansas Aviation Museum, 3350 South George Washington Blvd., Wichita KS, IPMS/Air Capital Modelers. Contact [Mark Vittorini](mailto:MarkVittorini) 316-440-6846

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

Meeting Reports

Business Meeting—August 3

Everyone was reminded of the officer elections to take place the first meeting in September.

Model of the Month— August 3



"Dawn Departure"

Steven Foster



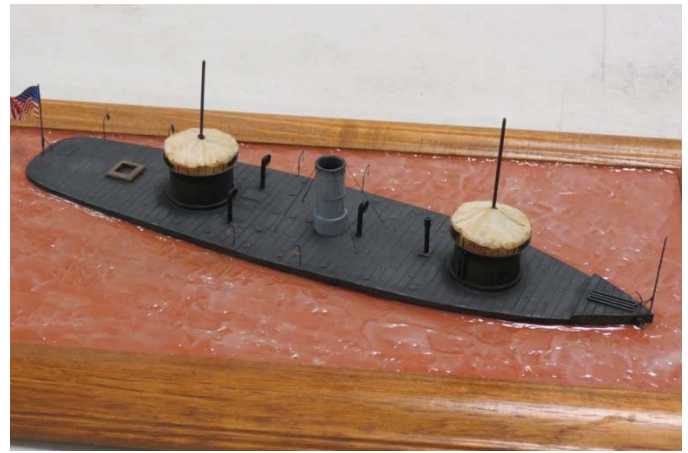
Mike Fetter

F-16B



C-24

Dave Kimbrell



USS Onondaga

Rick Jackson

And a work in progress



You've watched it evolve over the last few months. Now, the final product has earned Steven the MOM award this month (and a LOT more).



Will Kick Butt

Melyssa Smith



Program Night—August 17

No report.

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...

BUILDING THE PERFECT BEAST.....HOW I WOULD DO IT.

I judged at the IPMS National for the first time in thirty years. Having observed the judging up close, I found they were better organized than I was previously given to believe. And most of those present seemed to know what they were doing and why. Based on my own private walk through judging, all but one of the ones I chose won something. Still, I think the current system is in need of change. So, in my usual presumptuous manner.....

This is how I would rework the **IPMS National Contest**. It is only a general outline. I fully realize there are some things that may require additional explanation, clarification, and definition.

1. **Scrap the current system** of 1st, 2nd, 3rd awards and replace them with a Gold, Silver, Bronze system—sometimes referred to as the Open system. A winning contestant will only receive **one award for the body of the work present**. These awards will be a standardized medallion on a small plaque with a space to receive a date plaque; hosting chapters will have no choice on this point. However, there will be no set number or combinations of awards given out, except in the Grand Master's Division. The awards are given to the entrant, not specific models (excepting the Judges Awards and Specialty Awards). The entire contest will be made **open to the general public**, but IPMS members pay the current rate; non-members would pay at least 50% more.

2. **Scrap all the classes and categories**. Replace these with five divisions based on skill level;

Division 1, **Juniors**.....anyone 16 years and younger can enter this division.

Division 2, **Novice**.....any age can enter; it is for the beginning model builder or those that prefer OOB level work.

Division 3, **Advanced**.....any age; it is for those that do more extensive work, vignettes, and small dioramas, but not a lot of scratch work or conversions.

Division 4, **Masters**.....any age, for the very experienced builder, major scratch work, conversions, and large dioramas.

Division 5, **Grand Masters**.....any age, generally this is for those that have been repeated gold medal winners in the Masters Division.

Division 6, **Group Entries**.....for those pesky club group build/collections. *It's not really a skill level, just a separation.

Note: It is the **responsibility of the entrant to choose in which division they wish to compete**. Except for Juniors, anyone may enter any division. Just because you do a major conversion or diorama, you can still enter in the Novice division. However, all the entrant's models must be entered in the same division. The Judges still retain the right to move an entrant to another division if they feel the skill level warrants it.

3. **Entry Placement**. Instead of placing your models around in various classes, all an **individual's work will be placed together** on the tables in the chosen division. Each model will have an entry sheet with the **entrant's name in plain sight**. There is no break down based on type of subject.

4. **Judging**. All of an entrant's models will be judged based on the generally accepted standards of

craftsmanship. These can be found in the current edition of the **IPMS Competition Handbook**. In addition, the judges will also consider complexity of the work and diversity of the work. Variety of subject and the skills demonstrated related to them makes a difference.

5. **Standards.** While it is difficult to set exact standards for model building, there still seems to be some things even a modeler of modest experience can agree on. Models with bare plastic showing, blatantly obvious glue seams, non-adhering decals, runny paint, or heavy brush strokes, along with other more subjective standards.....ignoring gravity, or extremely bad taste, will simply not win an award in any division except for possibly Juniors. Bad model work is a bit like pornography, a little hard to define, but you know it when you see it.

6. **In the Grand Master's division,** there would only be one gold, silver and bronze medal given out. Bluntly, anyone entering this division should already have won many awards. They have reached the top of the pile; these are simply the most prestigious awards give out. However, just because a gold, silver and bronze can be awarded, does not guarantee they all will be. It could be a gold and no others, or just a bronze, alone. Or no awards what so ever. Only the extremely confident and bold should enter here!

7. **Judges Awards.** When primary judging is complete, the judges will then choose candidates....individual models....from the gold medal winners for **Best of Aircraft,** Tanks, Cars, etc. *Excluding the Grand Masters Division.* They will then choose a **Judges Grand Award** winner from the "Best Of" selections.

8. **Toughness in judging.** It is recognized that many Juniors do not have access to the same materials as adults, nor the same skill level. Judging in this division will be relaxed when compared to the adult divisions. As you move up the divisions, the judges will get more exacting about the quality of your work. For example; in the Junior and Novice Divisions, they might ignore mold marks in some spots. The same mold marks seen in the Advanced Division, would count against you, and in the Masters Division, would prevent you from placing at all. It is a contest, after all, and some people are not going to get awards.

9. **Judging Methodology.** Other groups using the GSB system base the outcome on numerical points. No matter how well you try, judging is never totally objective. While you can be objective regarding the entrant and the

subject, each person brings their view on finish, weathering, level of detail, etc. A point system does not answer *why* one gives a 5 and another a 4. Averaging the points merely adds complexity, not clarity. I believe *the best results come from a group of judges reaching a consensus by openly discussing the entries.* This is because most judges are not knowledgeable in all aspects of all subjects, so discussing it often supplies knowledge or tempers the over-zealous. So, this method would use teams of 3 judges. This method should speed up the judging and complexity over the numerical systems. Also, I think this would be the easiest structure for which IPMS judges to adapt.

10. **Theme/Specialty Awards.** These awards are outside the main contest award system and may be given to individual models or entrants as the sponsor desires. These awards must be clearly defined with published criteria at least six months before the contest.

11. **Group Entries.** *An individual entering a collection will enter in the appropriate skill level division.* Clubs or groups, producing multiple models as a single entry will be judged here. Except that the entries were done by more than one person, the judging criteria is the same as that for individual entries.

I know some think I am crazy, so if you have questions or valid comments, feel free to email me at tanstaafler@cox.net.

Dak

The Dark Side

Come to the Dark Side.....yield to temptation, it may not come your way again!

THE 2013 IPMS NATIONAL CONVENTION IN LOVELAND, COLORADO.....or how I succumb to marketing and bought Zoukei-Mura kits and a Grex airbrush.

While I had intended to do another WWI piece, I felt more inspired to do a report on the National convention. Steve Foster and I traveled to the show in his KIA sedan. Steve is a good partner for this, even if he tends to pack like he is heading for Outer Mongolia. The coffee maker, I could understand, but the boat anchor and ice axe I have serious doubts about.



Anyway, it took us about eleven and a half hours to drive there. We went up through Woodward, Oklahoma to Guymon, to Boise City, turned north to Lamar, Colorado, then east to Pueblo. We left my house at 4 AM so we would get there in time to register our models. And that was the very first thing we did on arrival. No lines; it took me maybe ten minutes. Then we hit the vendor's rooms. The first thing I see upon entering is the **Zoukei-Mura** booth. Two years back, they had a small table in the back of the small room. Not very impressive. This year, they were out in the middle, in force.



I was not overly impressed with the first offering of the 1/32 Shinden. An interesting airplane, it saw no combat, and there was only one completed. The kit looked very nice, but not enough for me to shell out for it....two years ago. This time, all the current kits are out on display with figures. OOOOOHHHHH, AAAAAHHHHHH! After having a general look around the room, I came back and noticed a set of figures with the Shinden; a group standing calmly in civilian garb.



Upon asking, I was shown the set, and.... if I understood them correctly....was told they were only being offered at the show. Then I saw the book.



They had several on the different aircraft, which showed finished models and photos of the real aircraft. The kit was priced at \$90, so I got drawn in to buying it, the figures and the book. (This is a lot like hitting the tables in Las Vegas.) It turned out the figure set had a couple mechanics and a pilot, too. After looking at the figures for the Shinden, I suspect, they might be a self-portrait of the Zoukei-Mura guys.

As I was checking out, the Z-M guys wanted to take my picture with my purchase, so we all did poses. I was not the only one, so I suspect there may be some new pictures on the Zoukei-Mura website. At this point, one of the guys pointed to his picture in the Shinden book as one of

the designer/authors. So being the book collector I am, I ask him to sign the book. This led to the other three doing so, also. I don't think anyone has ever asked them to do this before, and they seemed quite touched.

スーパーウイングシリーズに人生を懸ける男たち

開発陣プロフィール

開発総司令官
重田 英行 (むらやま ひでゆき)

造形村およびボークス代表取締役社長。飛行機模型好きが高じて40年ほど前に飛行機模型専門店を開業。夫婦仲良く社業を営み、スケッチブック、ドールの世界で成功を取った。念願の飛行機模型メーカーを立ち上げる。本物の飛行機模型で航空機博物館を設立するのが夢という。他に推薦したのにはこの人である。

開発者M
門田 展幸 (かどま のぶゆき)

航空機からAFV、鉄道に至るまで、RC以外のあらゆる模型にうろたひ。RCだけ駄目なのは子供の頃、高くて買えなかったからというの。はじめての話。SWSの「おぼあちゃんの知恵袋」、ネタ(企画)担当であるが、思考がエキセントリックすぎるので使えるネタは少ない。何を推したのにはこの人である。

開発者N
中島 千明 (なかしま ちあき)

SWS商品の開発を担当。造形村に入社以来アニメロボットの造形を手掛けてきた仕事を週して、少ないイラストから立体物を構築することで身につけた感性力、構成力、分析力は、ミステリアスな戦闘機「震電」の謎を解き明かすためにフルに活かされていく。SWS開発コンセプトの具現化に欠かせない人物である。

開発者T
塚越 由貴 (つかごえ ゆき)

SWSの開発を行いながら、全体的な商品管理やブログなど広報活動も行う。本書やアフターパーツ開発も手掛ける。分がやれば誰かやる。今日も大切なものを護るため全力疾走で東奔西走する。SWSが自分を変えてくれたように、自分がSWSを通じて世界を変えられると本気で信じている熱い男。

写真提供: ModelKit

Development Team Profile

The men who have dedicated their lives to the Super Wing Series®

Commander-in-Chief of Development
Hideyuki Shigeta

The president and director of ZOUKEI-MURA and VOLKS. Due to his intense love of aircraft models he opened an aircraft model shop roughly 40 years ago. Together with his beloved wife, he has developed the company's business, achieved success in the garage kit and doll worlds, and has now begun his long-cherished dream of making aircraft models. He is a true aircraft enthusiast who has admitted his dream of wanting to establish an aircraft museum with models of the actual aircraft.

Developer N
Nobuyuki Monden

A bossy man, who knows everything about every type of model, from aircraft, to AFV, to railroads - with the exception of RC. The real reason that he can't do RC - which is because when he was a child, they were too expensive and he couldn't buy them - is a story we won't mention other than here, okay? As the "wise old granny" of SWS, he oversees information (planning), but his ideas are usually too eccentric and so the info we can actually use is pretty rare. To tell you the truth, the person who recommended that the Shinden be the first SWS craft was this man himself.

Developer T
Chiaki Nakashima

In charge of the development of SWS items. Since first joining ZOUKEI-MURA, he has focused on sculpting anime robots. Through his work, he has acquired the sensitivity, the creative skin, and the analytic capability to construct a fully solid object from just a few scant illustrations. And he made full use of all of these skills to unlock the riddles surrounding the mysterious fighter craft, the "Shinden". He is an essential part of the team who personifies the SWS development concept itself.

Developer T
Yoshiraka Tsukakoshi

While carrying out the development of SWS, he also handles overall management of all goods and public relations such as writing the blog. In addition, he handles the development of things such as books, extra parts, and more; he works actively in a wide range of things, helping on all sides. "If I don't do it, who will?" Even today he is always on the move, always going all out to protect that which is dear to him. He is a passionate man, who truly believes that, just as SWS has changed him, he can change the world through SWS.

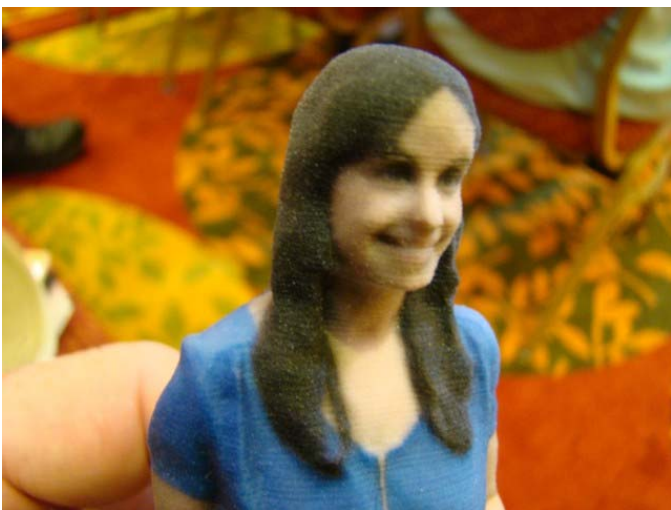
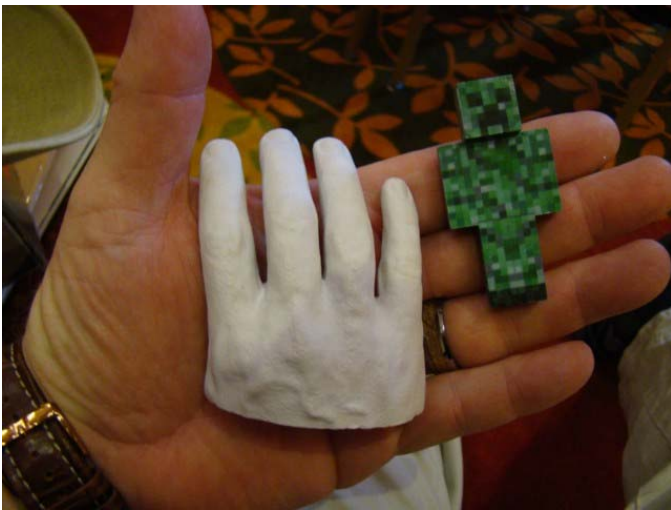
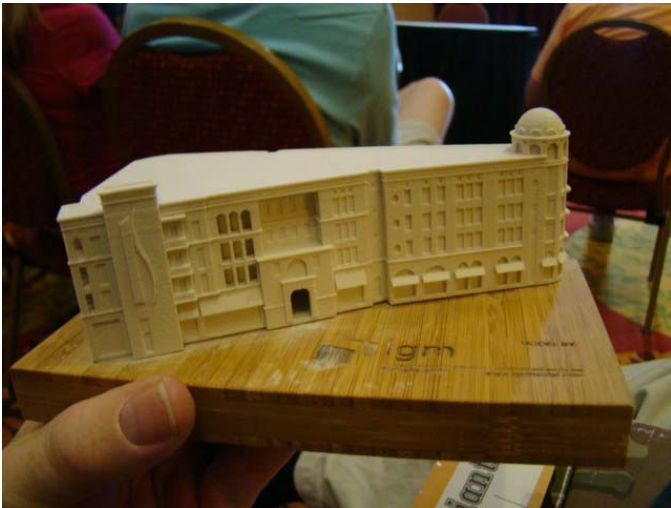
They also liked my T-shirt.....THE SHEEP ARE LYING. A fun time for us all. After some thought, I went back on Friday and bought the 1/32 Ta-152 kit and a nice set of figures for it, also. Although, I forgot the book, and those had sold out by the time I went back. Oh, well. And as you may notice, they had out a wish list board that was getting a lot of attention. I suggested an F1M PETE in 1/32.

On Friday night, Steve and I joined the judging teams. We had attended the seminar entitled "What Judges Look For". Very interesting and informative. The high point was when Aris Pappas repeatedly referred to building models as art. During this meeting, we learned that if you were a first time judge, you would have input and not just be an observer. For me, this meant that I would not spend six hours just standing around watching. So, we made our contribution and, as things were winding down, Steve and I got to talking with Chris from CRM Hobbies.



He comes to the Tulsa Figure Show and I usually buy something from him. There at Loveland, I had already bought some figures from him. This is when I learned he was the one selling the **Grex** airbrushes. So, the next morning, I went down and tried out the **Grex Titanium TG** model. This was not as rash decision as it might seem. I have been looking at the **Grex** for a couple years. But my **Iwata** works fine, so I didn't feel the absolute need. But I saw a couple features that the **Iwata** did not have and the fact that it was being sold by someone I already done business with combined to push me over the edge. The only down side was that I would have to wait for Chris to send it from St. Louis. They called me on the 22nd and told me it was on the way. I got it on the 24th. As I write this, I have already used it to paint my Jagdpanther.

The seminars I attended were on resin casting and 3D printing. Both were very informative and interesting.



There was also a class on figure painting. It cost money, but looked like the guys were enjoying it.



I also went to the business meeting and I am sorry to say it was poorly attended. But it gave me some good insight into the workings of IPMS/USA.

And one of the first items I purchased was an oil filter connection from a Fw-190A/6.



Got it at the Eagle Editions booth. You can see it in the middle of the table. The attractive young lady is Kimbra.



General Knowledge and Private Information

At the show, I found one young lady selling some of the carbide drill bits I like. These have a thick shank that enables use in a Dremel tool without changing the chuck. They can also be used without a pin vise. It was kind of an odd deal as she had very little to sell. However, along with the bits I bought, she provided the web address to buy more. It apparently was not her company. When I got home, I checked it out and bought a new set. www.drillbitsunlimited.com

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Dak

Mind of the Married Modeler



WWI at IPMS National Convention and a trip to the Vintage Aero Flying Museum.

Your humble author, Dr. Foster from Gloucester and our boisterous OHMS president David Kimbrell, did the IPMS Nationals again this year. We went to Omaha two years ago. We had a great time then and again this year. Dr. Foster brought home a 1st place in a "big boy" category, Aircraft Diorama, Large Composition with his post-surgery re-hab project: "Dawn Departure."



It was all quite exciting! But may you always remember despite the lights of Broadway shining down, I remain your humble author. As a WWI junkie the show was incredible. There were more WWI models at the contest than I have ever seen assembled in one place. This includes all the pictures that I have seen from IPMS-NC that I have not been to. Wingnut Wings finally made a huge presence with about 20 kits built-up. There was a category of 1/32 Biplanes where all but two were WNW. My friend Joe LoMusio neglected his flock and built 21 Nieuports, taking 1st for best collections and the coveted Michael Fritz award for best WWI Aviation Subject.

and 1st in OOB Small Prop or Turboprop, Single-Engine or Glider, 1/48 (not exceeding 13.9" length or wingspan) with his Mirage Hobby Halberstadt CL.II.



He also won 2nd in 1/32 Biplanes with his WNW Roland D. VI

I got to meet some of my WWI heroes Ed Boll, Lance Krieg and Stephen Lawson. The two former I had only read about from the WWI Modeling Page and the later from his wonderful reviews on Aeroscale. I got to see Tom Morgan again, who made the trip down from Canada. I really did enjoy my time with them and learned a great deal. They enjoyed my models especially my two dioramas: "Dawn Departure" and "Now That Should Be Cooler"



I said, Joe's WNW Roland D.VI was 2nd and 1st went to a well-done WNW Fe2b.



and the JMD Miniatures 65mm figure of the Austro-Hungarian Ski Trooper.



The winners in the 1/48 scale WWI planes were 1st: Fokker Dr.I; 2nd: Albatros D.V; 3rd: Albatros D.V. Both the 1/32 and 1/48 categories had about 20 WWI kits as entries. Interestingly and despite several very well done WWI entries no WWI plane won an award in 1/72 scale. Ed Boll also had a spectacular car that didn't win an award but was in my opinion overlooked. It was a 1/20 Revival (a rough old kit) of the 1937 Auto Union Type C. Let me tell you.....he was robbed!



Ed Boll secured a well deserved 3rd place with his Monogram 1/28 Sopwith Camel. He had it super-detailed and all decked out like a rainbow trout. Keep in mind that this kit originated in the early 60s. It takes a lot of work to win at a 2013 National with a 60s kit. As

Amazingly there were 2 other WWI dioramas in the category: Aircraft Diorama, Large Composition. One of Richthofen's Flying Circus



and Stephen Lawson had a great diorama of "IPMS Ragwing" that I had seen before on Aeroscale.



After reading Stephen's reviews on Aeroscale for years it was so great to finally meet him. He brought, I believe 19 individual WWI 1/48 models all on a base with a figure or two. He lives in Denver, Colorado and I got to meet his lovely wife and son, Stephen. All in all I never did actually count how many WWI planes there were but I would say that it had to be close to 100! There was little WWI armor; of course there are few WWI armor kits. There were even fewer WWI figures, maybe 3 with 2 of those from Dr. Foster from Gloucester. Don't be fooled though, there are a great many WWI figures just waiting to be assembled and painted. Apparently many who traditionally do aircraft rarely venture into the world of figures. Speaking from personal experience it certainly is different and requires a different skill set. However, the time invested learning how to do them well is worth it. Don't be afraid to venture into another modeling area.

I brought an old DML kit of the Fokker Dr.I that I included in a Triathlon. It never would have been able to play on its own.



My Werner Voss bust made the trip, although he was outclassed by many better done busts.



My comrade Dave brought some of his WNW builds: The Aircraft Diorama, small composition that included a Fokker D.VII



and his Pfalz D.XII that he included in his Triathlon entry.



The second day I got invited by Joe LoMusio to join Stephen Lawson (and others) on a trip to some WWI museum in the area. This was all Joe said. It turned out to be the Vintage Aero Flying Museum (VAFM), home of the Lafayette Foundation (<http://www.vafm.org/>). I didn't have any idea of what the museum was and didn't know enough about the plan to look it up on the Internet before we went. All I was told by Joe was that Stephen was going to take some people to this WWI museum about 45 minutes away and did I want to go? Did I want to go??? Well it would cause me to miss about 5 hours of the convention....Fortunately I was correct to say: "of course I want to go." The night before I got my camera battery all charged and made sure I remembered how to do burst shooting, 4-5 in a quick succession. We left the conference at about 9:30 and headed for the farm country southeast of Loveland close to Fort Lupton. We

took several cars and Joe and I went with Burl Burlingame, the curator of the Pacific Aviation Museum in Fort Island, Hawaii. We took off southeast and after traveling out into big open fields we came upon a small airport and a couple of small hangars.

There we met Andy Parks the president and executive director of VAFM. Outside of one was a reproduction Fokker D.VII done up in Ernst Udet's famous red and white scheme with "Lo" on the side of the fuselage (for his childhood sweetheart, Eleanor "Lo" Zink) and on the tail: "Du doch nicht" (translated to: "Definitely not you.").



It was a great looking plane and we got to touch it, smell it and photograph it. Andy got us a ladder so we could look inside and take more pics.



Inside the hangar was a BMW Isetta, two RAF S.E.5a (7/8 scale) and the fuselage of a two-seater Nieuport 12.



There were all kinds of things mounted on the wall to the left including more gas masks, a Spandau machine gun and a WWI propeller. As we got around the corner I began to realize that the place was full of uniforms on mannequins behind glass cases.



I still really didn't know what was going on and where we were. After about 30 minutes, Andy took us all inside. After my adjusted to the light I realized we were in a hallway with hanging glass cases. In each case were WWI memorabilia. Each one was from a different country and most contained a helmet, knife, gas mask uniform jacket and other things.



I didn't really catch on to the story until Andy was a bit into it. Andy told us that his grandfather was in WWI and wanted to be in the Air Corp. He was gassed as soon as he got there and instead served in the Engineering Corp. He still became friends with pilots and after the war they became even closer to him and Andy's father. As the years went along they adopted his father. Andy's father started collecting things from them and as Andy grew up he continued collecting. Unfortunately the light reflected on many of the pictures that I took but I still got a lot of great shots.



Since I have been doing a lot of figures recently the tour was especially cool for me. Andy went through each uniform and had a detailed story. He is personally attached to each one and many of the uniforms are from people that he met so he included a personal touch that one rarely if ever hears at other museums.



Along the top of the display case were books and books and more books. Andy said there were probably over 1000 WWI books in the collection many of them being first editions.



Stephen took over briefly to tell us the story of a diorama display centered on a Staaken R.VI (Roden, 1/72) that included many other planes and about 700 figures. I never got a good pic because of the light reflection and a helpful kitty cat walking on the top of the case. Also displayed were about 160 of Stephen's 1/48 scale WWI models, each mounted on an individual base and many with figures.



He said that several years ago when people would join the museum he would give them one of the models. However this is no longer the practice, as Andy began developing a close connection and love for them. We continued along and Andy noted that each mannequin was not random but had been made to resemble each person whose uniform it displayed. Incredible! We noted how small most of them were, as was the case 100 years ago. Actually Americans were significantly larger in WWI due to our much better diet which usually included beef.

After about an hour we got in our cars and headed to another small hangar a few minutes away. Inside was a work in progress, the restoration of a SPAD D.XIII.



Andy said that it was a love-hate relationship and has been a very challenging project. All the details on this plane are difficult including the rigging, painting, engine, ailerons, etc. I particularly enjoyed the camouflage scheme. The garage included a Sopwith Camel fuselage and wings from a Fokker Dr.I.



After about 45 minutes we went back to the museum for more talk of uniforms and a free lunch of hot dogs and chips. I picked up a hat and a couple of t-shirts to forever remember the trip. Special thanks go to Stephen Lawson and Andy Parks. What a great collection. It still amazes me that in the middle of a field lies all this memorabilia. Andy said that Peter Jackson had contacted him and offered him 3 million sight unseen for the whole collection. Andy said no. Let's hope that it stays here in the U.S. for now. It is a place that everyone should visit and I certainly will next time I am in the area visiting some of my family that resides in Denver.

This is a bit that Stephen Lawson posted on Aeroscale after our visit to VAFM: "The overall tour included some

of our WWI replica aircraft and the Museum itself. Over 67 uniformed mannequins, thousands of books and 147 of my completed WWI aircraft builds. It is the home of the Lafayette Foundation and the holder of the licensed Lafayette Flying Corps incorporation from 1916. We have three hangars; aircraft storage, museum and repair shop. The repair shop is crowded these days with partial builds and airframes being recovered. In full scale we have a Sopwith F.1, Se 5a and a 90% complete build of a SPAD XIII.

It is incredible that such a collection exists right here in the USA near Hudson, Colorado in the small airfield in the middle of an agricultural area. Starting with the memorabilia of the Lafayette Escadrille it just gets better as you move through the collection. From the 60 plus actual uniforms (WWI & II), medals and log books and souvenirs of the men represented (Eugene Bullard, Reginald Sinclair, Elliott White Springs, Charles Lindbergh, Jimmy Doolittle, Wade McClusky), a seemingly unending list of famous names. Other luminaries of WWI, like Major Lanoe Hawker's small New Testament, personalized Handkerchief, the signed cigarette case from the First Fighter competition with all the engraved signatures of the most famous pilots alive that day, the first use of the BMW emblem. The head of the Museum, son of the founder Andy Parks, fills you in with the personal stories of all those people who have contributed to, and visited, the Museum and in his family's home with grandfather and father, he is a true living encyclopedia. Anyone with an interest in aviation, should make this a MUST stop.”



So all in all it was a great show. I never even mentioned all the brilliant stuff I got in the vendor room and the great seminars. It was good to see people I had met in Omaha and others that I only get to see at contests. The models were overwhelming, the museum was unbelievable and I got to visit with some family that I haven't seen in years. I met some icons that I had only known through the Internet and had a great time with my good friend Dave. We already have made plans to attend the 2015 IPMS National Convention in Columbus, Ohio. As of this writing, 689 days; tick, tock!

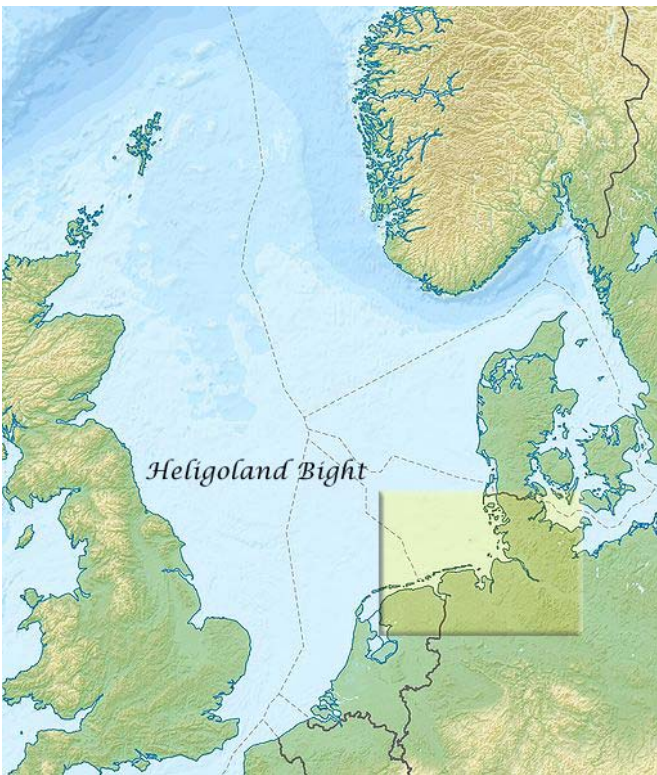
Steven Foster



BATHTUB ADMIRALS

August 1914--Heligoland Bight

Shortly after the events surrounding *Goben* in the Med subsided, the first real naval battle of the war took place—The Battle of Heligoland Bight on August 28, 1914.



Heligoland Bight is at the curve of the Danish peninsula (Jutland) and the German coast on the North Sea. Germany obtained this area after wresting the two principalities of Schleswig and Holstein from Denmark in 1863.

Two major rivers, the Weser and Elbe, empty into the bight. Just to the west of the Weser is the Jade River estuary where the primary German navy port of Wilhelmshaven (started almost immediately after the area was obtained) is located. Also, the west end of the Kiel Canal cuts across the base of the Danish peninsula from the other major port at Kiel. Thus, its traffic is also reliant on access to Heligoland Bight.



Keyes

Commodore Roger Keyes was in charge of the submarine forces regularly patrolling off the German coast. He quickly realized that the German destroyer patrols

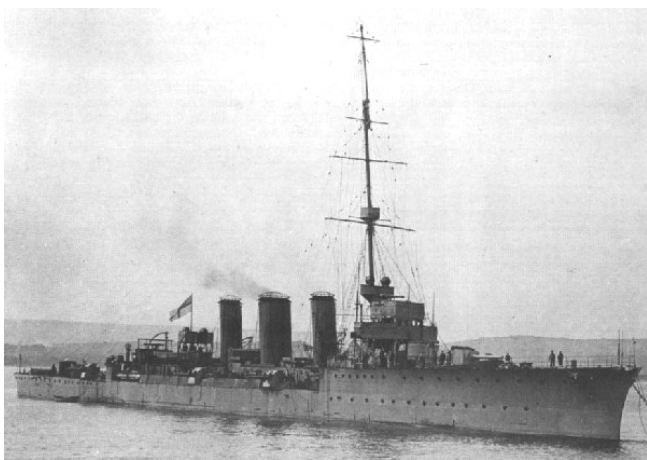
followed a very predictable schedule. Along with Commodore Reginald Tyrwhitt commanding a destroyer squadron based in Harwich, Keyes proposed to send a combined destroyer/submarine force to ambush those destroyers as they returned from patrol. Other submarines would lie in wait for any other ships leaving the Jade to join in the battle.

The timing was changed to a daylight attack and two battlecruisers and five armored cruisers were added to the force in detached support. Once approved, the submarine force sailed to be in their positions on Aug. 26 and the destroyer attack was planned for Aug. 28th.

Things got out of hand once other cooks got involved. Jellicoe decided more support was needed and wanted the entire Grand Fleet moved into position as distant support just in case that, once the shooting started, the German battlecruisers sortied to attack. This was pared down to adding Beatty's battlecruiser force (*Lion*, *Princess Royal* and *Queen Mary*) and the six light cruisers of the 1st Light Cruiser Squadron. It was either unknown or overlooked that the tides in the Jade made it impossible for capital ships to clear the bar at the mouth of the bay until later in the day.

While Jellicoe's move was basically sound, the problem wasn't that it was a waste of resources. The decision to send more ships was made so late that the submarines had already sailed *and didn't know about the additional forces*. Also unaware of the tidal issue, they were expecting any capital ships in the area to be German, so they would be attack on sight.

The Battle



HMS *Arithusa*

“No battle plan survives first contact with the enemy”. In this case, much of the blame lies with typical North Sea weather. It didn't help that some of the participants

from the opposing sides had similar profiles (generally, the same number and shape of funnels). Not expecting them to be there added to the ID confusion.

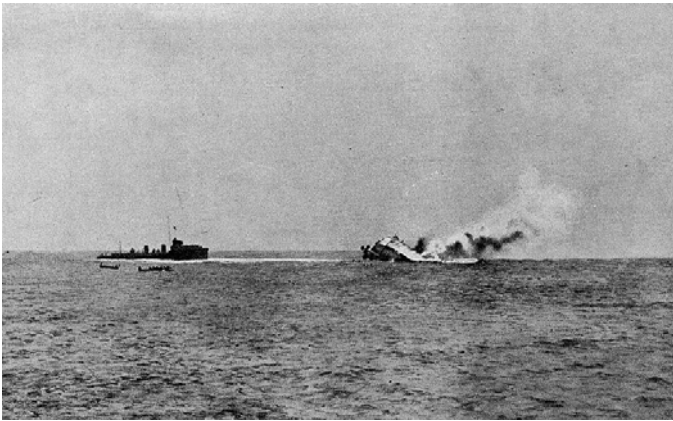
The British were operating in two destroyer flotillas each lead by a light cruiser (Tyrwhitt in *Arithusa* and Wilfred Blunt commanding from *Fearless*). Visibility was around 3 miles when the two forces first made contact at 0800 and the German destroyers couldn't see the size of the opposing force. This lack of knowledge caused Admiral Hipper, in charge of the local defenses, to only send out two cruisers (*Settin* and *Frauenlob*) to deal with a 'small' destroyer force. Eight other cruisers spread throughout the area were ordered to raise steam. These ships joined in a piece-meal fashion.

This starts a see-saw phase of the battle. When the two cruisers arrived, the British destroyers withdrew to bring the Germans within range of their own cruisers. At one point, Tyrwhitt, also unaware of the additional ships in his support, sighted some of his own cruisers and tried to lure them under the guns of his battlecruisers. As they were able, additional German cruisers arrived on the scene from new directions, so no one was entirely unjustified in not knowing who was fading in and out of the mist. At one point, the British submarines tried to torpedo British cruisers who returned the favor by trying to ram the subs.

This is not to say that real combat didn't take place. Tyrwhitt's flagship *Arithusa* and the *Frauenlob* damaged each other once they came in contact.

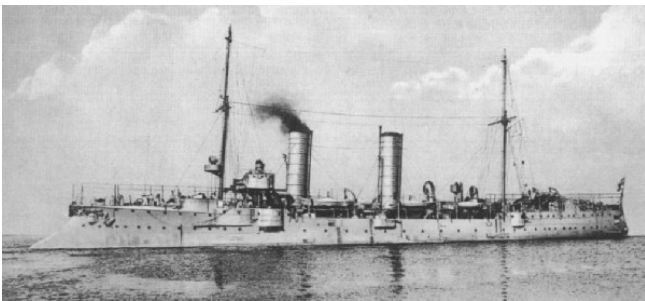


The cruiser *Mainz* was engaged with one of the destroyer squadrons when the 1st Light Cruiser Squadron arrived. In attempting to escape, she ran into Tyrwhitt's flotilla and was eventually overwhelmed from all sides.



Mainz sinking

By about 1130, Tyrwhitt was convinced that there really were enough German cruisers in the area to outgun him and it was time to call in the big dogs. Beatty had been listening to the radio activity and reached the same conclusion, so the battlecruisers started south. The tide had raised enough for the German battlecruisers to sortie as well.



Ariadne

An hour later, Beatty made contact with the German cruisers. *Coln* and *Ariadne* were sunk while *Strassberg* was damaged but did escape. The entire British force finally started a withdrawal around 1300. In another hour, the first of the German battlecruisers arrived on the scene and started a sweep, but about the only thing they could accomplish was picking up survivors.

Aftermath

Losses for the British were modest with one cruiser damaged and fewer than 100 casualties. The Germans lost three light cruisers, one destroyer and two torpedo boats. Several other ships were heavily damaged. They lost over 1000 men killed, wounded or captured.

The real damage was to the German psyche. The British re-established the swagger as the bully of the seas that had taken a hit earlier in the month. They took it to the High Seas Fleet right in their front yard. Wilhelm's protectionism went off the charts. Much as Hitler did in

WW II, any defeat resulted in orders to withhold ships from sailing forth to avoid any risk of loss. Wilhelm just couldn't stand falling any further behind in the numbers game, so he essentially made the navy stop playing. Tirpitz, especially, fumed about the restrictions and the inability to move on opportunities without excessive wheedling for permission.

In a slightly positive vein, the Germans began to rely on mines to protect the approaches to the coast instead of patrols. This proved to be a better deterrent and freed up the limited number of ships to more productive activities.

Both sides settled into a watch and wait mode for the next several months.

Kits

Because this battle consisted mainly of semi-obsolete, secondary ships, there's little in kit form for the combatants. I believe there are a few WW I German destroyers from HP Models that may represent ships that participated in the battle, but the order of battle for the smaller ships is vague. The battlecruisers from Beatty's force are in kit form, but I will wait until later articles to get into them.

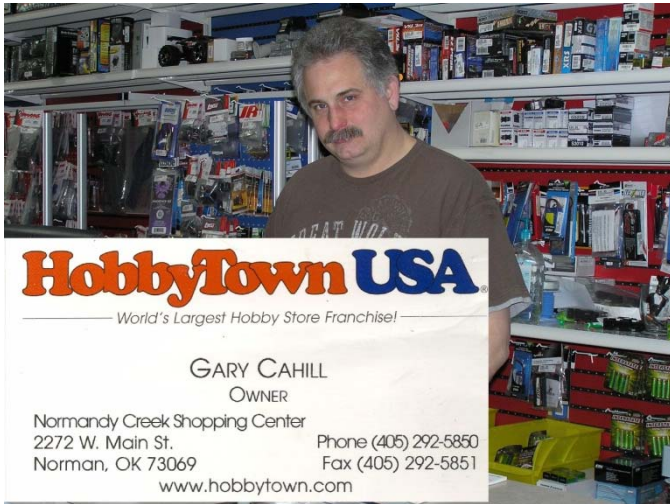
As an addendum to last month's article, I have found that two other companies have a kit of the *Goben*. On White Ensign Models' website (www.whiteensignmodels.com) I found that both WSW and NNT have resin kits of the ship. These two companies also have models of the *Inflexible* and *Invincible* classes of British battlecruisers, although some are listed as earlier (1909) fits, so there will be some physical differences. I also failed to mention that HP Models has kits of the British battlecruisers.

White Ensign has probably the broadest selection of manufacturers with WW I kits. The downside is that there appears to be no organization or way to filter what is displayed. This forces you to scroll through every page to see if they have a particular subject. They also will show an item in stock even though it really isn't available. They have promised that changes to the website will solve this problem.

Rick Jackson

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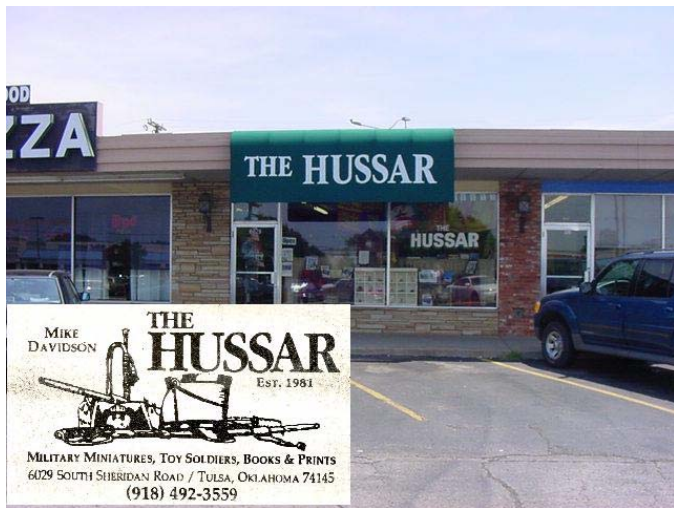
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OHMS EVENT CALENDAR

2013

September

- 6 OHMS Meeting. MOM contest **OFFICER ELECTIONS.**
- 14 Fort Worth Scale Modelers SuperCon 2013. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433
- 20 OHMS Meeting. Program Night. Slides from Nationals.
- 21 13th annual CASM Sproo-Doo Contest & Swap-Meet, AR Health Center, 6701 Highway 67, Benton, AR, Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact casmmodelers@gmail.com
- 28 AutumnCon 2013, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the Clarion Inn, 501 N. Hwy 190. Contact Andy Useman 225-229-8204

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 McKinley, Westlake LA, Robert Leishman 337-589-4614

February

- 7 OHMS Meeting. MOM contest
- 16 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](mailto:Jack Crumbliss) (318)-828-4597

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Region 6 Newsletter of the Year 2011 and 2012