



# O.H.M.S.

## Oklahoma Historical Modelers' Society

### NEWSLETTER



Volume 43, Issue 12

December, 2013

#### Coming Events

December 6-- OHMS Meeting. MOM contest.  
December 20-- OHMS Meeting. Christmas Party  
January 3-- OHMS Meeting. MOM contest.  
January 17-- OHMS Meeting. Program Night. Build Night  
January 25-- CALMEX 28 IPMS/SWAMP Managan Center,  
1000 McKinley, Westlake LA, [Robert Leishman](#) 337-589-4614

#### Meeting Reports

##### **Business Meeting—November 1**

We've reached the point that we need to order new Model of the Month awards. The most economical order is 24 medallions to avoid a minimum charge. Total cost will be just over \$200. The club approved the expense and the order has been placed (and picked up in November).

The 2014 Regional in Wichita was discussed since they have already set up their website. Plans are to look at the categories at the next meeting for sponsorships. The Hetzel Award has already been purchased and Wichita has been contacted to get publicity about it included in their information.

Looking ahead at future business items:

Remember that membership dues are due in January for the coming year. Cost is \$15. Not only do you help pay for this wonderful rag (not really) but you get the additional benefit of a discount at Hobbytown.

Another renewal that will need to be discussed in December is the chapter charter for IPMS. We require a minimum of five total national memberships to maintain the charter along with the officers and Chapter Contact being members. Essentially, after the officers, we need one more person to be a national member. Now, that shouldn't be too hard, should it? I have some of you already on the list, so if you have renewed during 2013

we simply need to update the dates and away we go. If you just haven't gotten around to it, help the club out and get on it as soon as you can and then provide the info.

The Christmas party will be at *el presidente's* house again this year. See the map at the end of the newsletter for directions.

As usual, everyone brings something to nosh on and we will have the Dirty Santa gift exchange. For all new members, this is a wrapped gift of no more than \$15-20 (out of pocket, so if you get something at an extreme discount....) that goes into the pot and everyone participating draws to see which gift they get.

##### **Model of the Month— November 1**



FT-17

Dave Kimbrell



*USS Greenling*

*Russ Dutnell*



*Tyrannosaurus Rex*

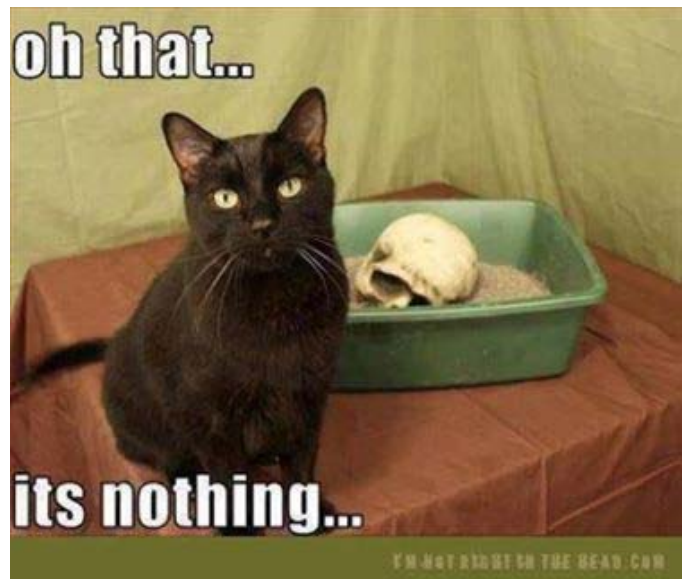
*Rick Jackson*

### Club Auction

As we've been saying, the annual club auction was held on the second meeting in November. By all standards, it was a great success. Combining purchases and fees, the club garnered \$465, one of the higher total on record. We had over 140 items to sell. Many thanks to everyone who contributed kits and to those who attended and bought the same.

The annual Flapping Wallet award goes to guest Greg Rose.

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



### Spreading the Word

A few weeks ago I was at the local Pei Wei restaurant. As I was placing my order, the girl taking it asked me about the OHMS logo patch on my shirt. Since it was early and no others were in line yet, I told her about the club and



*TIE Fighter*

*Rick Jackson*



showed pictures of models from my phone. She was quite interested and wanted more information so she could pass it on to her dad. Another day, I saw a man wearing a jacket with a B-17 logo. I commented on it and repeated the previous scenario. Later, the same day, I went to get a haircut and when done, ask if I could leave a copy of the IPMS Journal in their stacks of magazines. My barber quickly agreed and began asking about the club and IPMS.

So, what is my point? That point is if you want more people to build models, join the clubs and come to the contests, you have to engage them. Standing around shuffling your shoe like a shy child doesn't work, but it doesn't require a soap box to speak about it, either. A simple one on one works very well. Having a few photos.....of models, a meeting, or contest.....on your phone, will help, too. It's simple, but it works.

DAK

## The Dark Side

**Come to the Dark Side.....**Where we fight a valiant rear guard action against entropy and decay.

### THE OTHER GUYS

#### The French Schneider CA and St-Chamond tanks

As I noted in the October issue of the newsletter, there were two other French tanks. Neither was as versatile as the British Mk IV-V, or the Renault FT-17. However, both did see a good bit of action and they are kind of cool looking, even if they weren't very good tanks. To be fair, these were the learning days and no one was sure exactly how to build a tank.

#### Schneider CA

In 1914, the French purchased some Baby Holt 45 hp caterpillar tractors for towing artillery. Col. Jean-Baptiste Estienne saw these and conceived the idea of an armored cross country vehicles. With the help of General Petain, Estienne brought the concept to Marshal Joffre. An order for 400 vehicles was placed with Schneider, which passed it on to a subsidiary firm SOUMA. (In later years, they would design the famous WWII S-35) The resulting vehicle was designated Schneider CA....Char d'Assault.





It was armed with the Schneider 75 mm BS gun on the starboard side and two 8 mm Hotchkiss machine guns on ball mounts on either side.



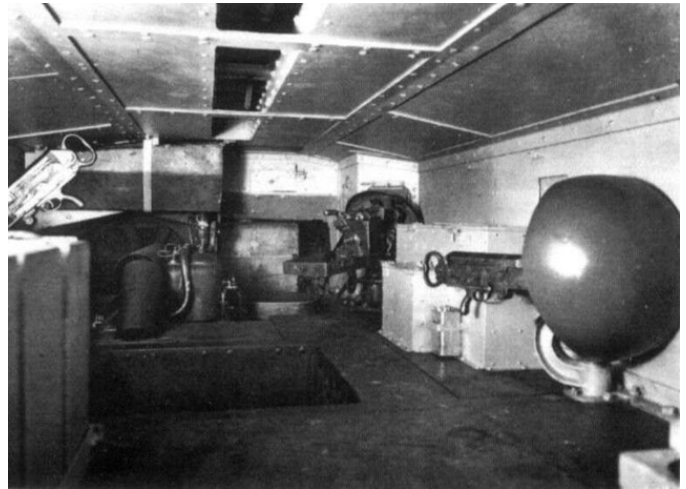
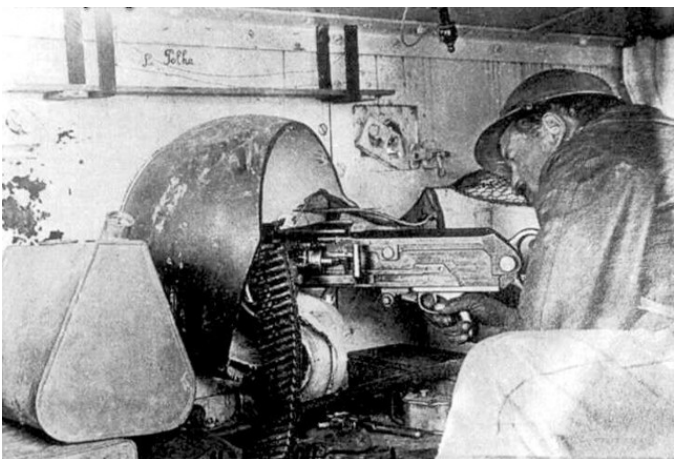
It had a boat shaped bow to help push down the barbed wire and aid in crossing terrain.







It also had a tail for the same purpose. Weighing in at 13.6 tons, it was powered by a Schneider 4 cylinder 60 hp engine and carried a crew of 6. Overall, was cramped and poorly arranged. The main gun offset to one side greatly limited its practical use. Still, it did have an actual sprung suspension, something British tanks did not. Even before they went into combat, the French had begun up armoring them based on experience gained by the British. As you can see from these shots, the tank was cramped.



The French had tried to get the British to hold off on tank use until they had their own ready, in hopes of maximum shock effect. However, the British would not wait and the element of surprise was lost for the French. The Germans began widening some trenches and moving field guns into the front lines. These would take a heavy toll on the Schneiders because the early versions had the fuel tanks in the front. These did not respond well to artillery rounds. But, they soldiered on and some Schneiders even saw service in the Spanish Civil War.

### **St-Chamond**

Having found the Schneider CA to be unsatisfactory, the French army tried again. Many officers were not happy with Col. Estienne and the methods he used to cut through the bureaucracy to get tanks approved and produced. So, the more formal departments set about making a better tank and like most committees, failed. A contract for 400 supplementary tanks were given to the FAMH steelworks at *St-Chamond*. The big desire was to get a large field gun onto a mobile chassis. The one chosen was the St-Chamond 75 mm TR. On later models, they would change this to 75 mm model 1897.....It appears the entire field carriage was mounted except for the wheels. Still, the St-Chamond had the most powerful gun of any tank until the WWII era.

1897 75MM STILL ON IT'S FIELD MOUNT



It also mounted three 8 mm Hotchkiss machine guns.

The St-Chamond was much longer than the Schneider. It had an 85 hp Panhard engine driving a 52 kilowatt generator which fed power to a pair of electric motors driving the tracks. If this sounds familiar, it is basically the same concept that was used in WWII to drive the Ferdinand/Elefants by Porsche. While far from ideal, it was still easier to drive than the British Mark IV. There were two versions. The early one had a flat roof and round cupolas. The later edition had a sloped roof and square cupolas. These tanks were very ungainly in appearance and suffered from a number of mechanical problems. This is what led one observer to liken it to an elephant on the legs of a gazelle. It weighed 23 tons and a crew of eight. Oddly, both the Schenider CA and St-Chamond had a power to weight of 4 hp/ton. The series of pictures here are of a late model with the sloped roof.









Both of the tanks were painted in similar camouflage patterns to the Renault FT-17. Some even a bit on the wild side. And both were used through 1917 and 1918, alongside the Renault. There was also a version of the St-Chamond without the main gun to be used for recovery and supply purposes.

**Model Kits**

As I write this, the new company **Takom** has announced a 1/35 early model St. Chamond for @ \$65-70.



There was a 1/35 Schneider CA in resin many years back, but I can't remember who produced it. There was 1/72 St. Chamond in resin, by **JMGT**....way overpriced....but now out of production. Hopefully, we will see a nice 1/35 kit of a Schneider CA in the near future. Stay tuned.

**General Knowledge and Private Information.**

Some years back in 1995 there was a silly movie called **TANK GIRL**, based on a comic book. The young lady playing the dark haired side kick is Naomi Watts.....long before she started dating **KING KONG**.



But to show you there are real tanks girls, I offer this shot of some Israeli Defense Force ladies.....and one very lucky guy. Can anyone identify the vehicle they are sitting on?



**Additional reading:**

**Osprey Books**

- French Tanks of WWI, by Steven Zaloga, Osprey New Vanguard 173
- German Panzers 1914-1918, by Steven Zaloga, Osprey new Vanguard 127
- First Battle Of The Marne, 1914, Campaign 177
- Amiens, 1918, Campaign 197
- Vickers-Maxim machine guns
- Messines, 1917, Campaign 225



Cambrai, 1917, campaign 187  
St. Mihiel, 1918, Campaign 238  
Chateau Thierry & Belleau Wood, Campaign 177  
Forts of the Meuse in WWI, Fortress 60  
The Fortifications of Verdun 1987-1917, Fortress 103

#### other books

The Guns, 1914-18, Ian V. Hogg, Ballantine weapons  
27  
Trench Fighting 1914-18, Ballantine's weapons 28  
No Man's Land by John Tolland  
The Arms Of Krupp, by William Manchester  
Small Arms Of The World, by W.H.B. Smith  
German Artillery of World War One, by Herbert Jager  
Catastrophe: 1914 by Max Hastings

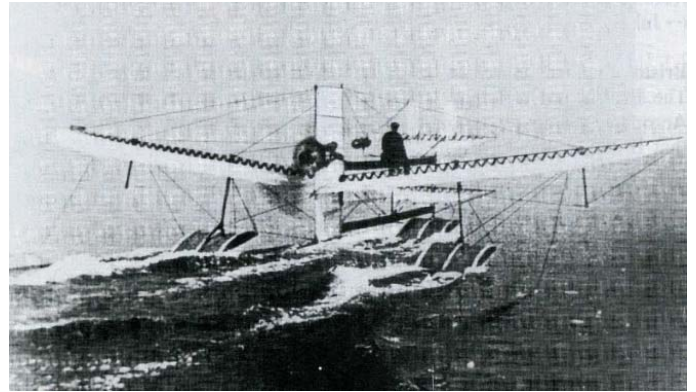
Dak

#### Mind of the Married Modeler



#### Before the Great War: Naval Aviation, Seaplanes & Flying Boats

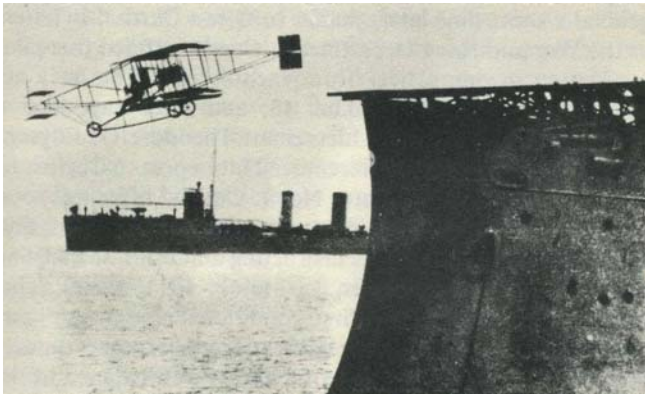
So here we are with part 2 of ?? presenting aviation just before and during WWI. In this month's column we will present the state of affairs of all things related to naval aviation leading up to the Great War. This includes the development of ships to accommodate floatplanes and flying boats. By 1911 there were a great many men who were famous or were soon to become famous in the development of early aviation. Besides the Wrights, Glenn Curtiss and Louis Bleriot, there was Glenn Martin and W. Starling Burgess in the USA; Henri and Maurice Farman, Louis and Charles Breguet, Gabriel and Charles Voisin, Robert Esnault-Pelterie, Rene and Gaston Caudron and Leon Levasseur in France; Claude Grahame-White, A.V. Roe, Fredrick Handley-Page. T.O.M. Sopwith, Geoffrey deHavilland, and Horace, Eustace and Oswald Short in Britain; Igo Etrich in Austria; Ernst Heinkel and Joseph Sablatnig in Germany; Anthony Fokker in Holland; Igor Sikorsky and D.P. Grigorovich in Russia.



1<sup>st</sup> Hydroplane Flight: France, March 28, 1910

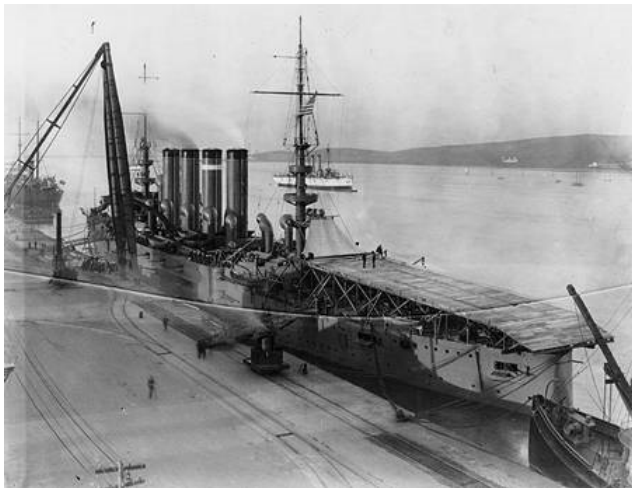
Nevertheless, none of these guys was to make the breakthrough in flying from water. It was a little known French marine engineer, Henri Fabre. His Canard (duck) hydroplane was the first plane to ascend from the water on March 28, 1910. This took place on Lake Berre by Martigues, France near the Mediterranean Sea. The Canard was an odd shaped plane with the tail in front, a rear mounted 50hp Gnome engine with three floats. This was a one hit wonder plane and no planes in the future duplicated its design. It flew for 1500 yards at an altitude of 6 feet. The most significant advancement was in the design of the floats which rode the surface of the water instead of traveling through it, like all others of the day.

France was the first to establish a naval air arm in 1910. The first base was in Frejus-Saint Raphael on the Mediterranean and the first naval aircraft was a Maurice Farman pusher delivered on December 26, 1910. Russia was the second nation to establish a naval aviation arm. Six officers were sent to France to become pilots and 6 enlisted men were sent to become mechanics. The third was the United States. This was really prompted by civilian pressure. With increased aerial feats came increased public pressure on the Navy to act. Eugene Ely became the first to fly from a ship's platform (stationary). This was on November 14, 1910 from the scout cruiser *USS Birmingham*. The platform was an eighty-three foot long, twenty-four foot wide wooden ramp extending over the forecastle and angling at 5 degrees down from the bridge to a point 37 feet above waterline. It provided 57 feet of takeoff run. Ely was in a standard Curtiss pusher biplane.



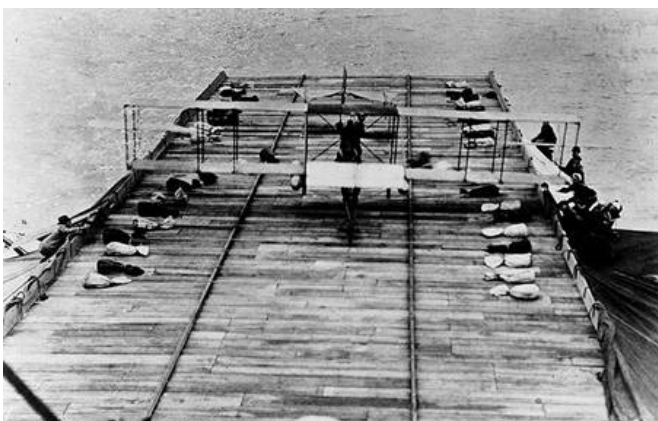
*1<sup>st</sup> takeoff from stationary ship: USA, November 14, 1910*

Another first occurred at the beginning of 1911, also in the USA by Eugene Ely. On January 18, 1911 Ely landed and took-off from the armored cruiser *USS Pennsylvania* while it was stationary in San Francisco Bay.



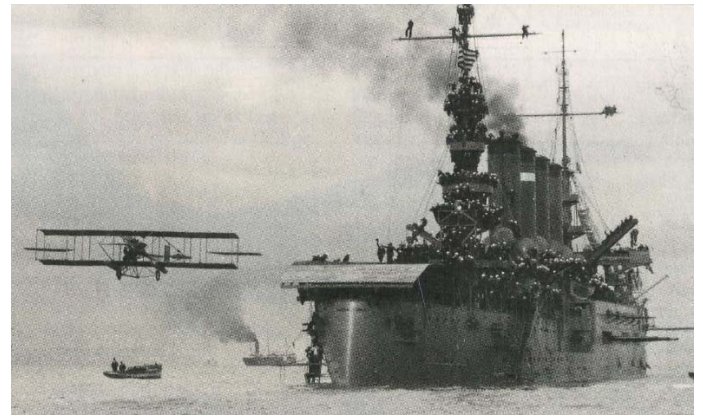
*USS Pennsylvania, USA, 1911*

His plane was a standard 50 hp Curtiss pusher biplane fitted with pontoons under each wing and 3 pairs of spring-loaded steel hooks on the rear axle. Ely wore a football helmet and an inflated bicycle tire tube around his chest.



*Arresting gear system, USS Pennsylvania, USA 1911*

The *Pennsylvania* had a crude arresting gear system installed. It consisted of 22 rope lines stretched across the platform at 3 foot intervals. Parallel wooden risers elevated these lines several inches above the platform. The ropes were held taut by 50lb sandbags.

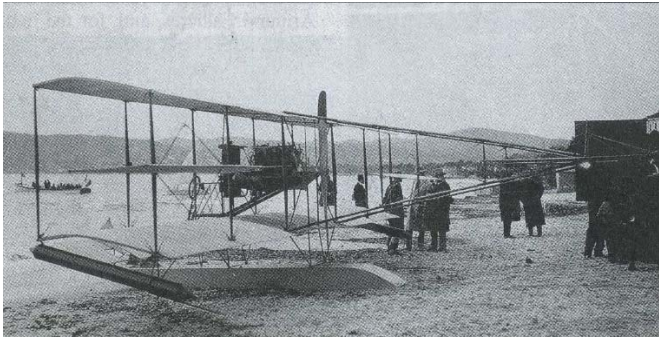


*1<sup>st</sup> landing on a ship: USA, January 18, 1911*

To further demonstrate the feasibility of ships working with aircraft Glenn Curtiss built a hydroaeroplane with a central float and 2 floats under the bottom wing of the biplane. On February 17, Curtiss flew this plane and landed next to the *USS Pennsylvania* which was now in San Diego harbor. A boat crane lifted the boat on board. After a short stay the plane was lowered into the water and Curtiss took-off. Not only was the feat important, but Curtiss had invented a floatplane design that would dominate for the next 30 years.

Many other hydroaeroplanes were invented in 1911. FYI, it wasn't until 1913 that hydroaeroplanes became better known as seaplanes when young Winston Churchill coined the term; it stuck. In France Gabriel Voisin flew a Canard biplane equipped with *Fabre floats* from the Seine River. He then added wheels and created the first successful amphibian airplane. In Russia Igor Sikorsky produced a twin-float version of his S.5 biplane. Italy's first successful seaplane was a Maurice Farman fitted with hydrofoil floats and flown in November, 1911. In Great Britain, Commander Oliver Schwann added floats to an Avro model D biplane and achieved a short hop from the water in November, 1911. Meanwhile in the USA, Curtiss began to manufacture his seaplanes for sale to private individuals and governments all over the world. The US Navy's first airplane was a Curtiss A-1 Triad amphibian, acquired in July of 1911.

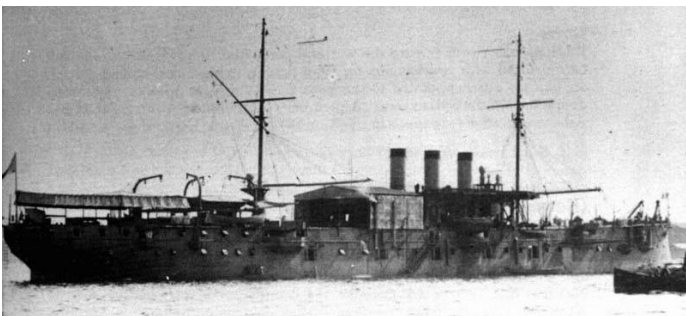




*Curtiss A-1, 1911*

Meanwhile other navies were getting busy too. Five German Naval officers were trained as pilots at a private flying school. Austria-Hungary set up an experimental air station near Pola. The Russian pilots and mechanics returned from France and set up a joint army/navy flying school on the Baltic Sea. They acquired a few Voisin canard amphibians. Even Japan sent a naval officer to France to become a pilot.

In late 1911 the French assigned a ship to permanent aviation duty to function as a seaplane carrier. The torpedo boat *Foudre* became the first warship to be specially and permanently modified to carry and operate airplanes. The *Foudre* was 6100 tons, 380 feet long with a main armament of eight 3.9 inch guns.



*1<sup>st</sup> warship modified to operate airplanes, France, late 1911*

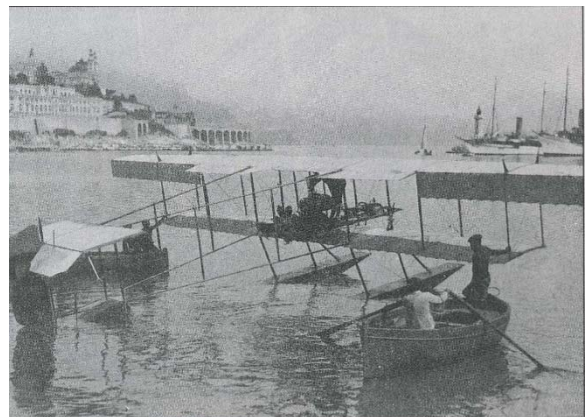
In England the admiralty purchased land at Eastchurch which became the hub of Royal Navy aviation. One of the most significant things to happen in England was that in October 1911 Winston Churchill became the First Lord of the Admiralty. He was an avid aviation buff and immediately did all he could to encourage aviation and its naval applications. He encouraged naval aviators, promoted technical innovations such as the folding wing plane and the torpedo plane. He fought for funds and nourished the infant naval air arm.

For naval aircraft to be really useful for reconnaissance the ability to communicate with a ship was critical. However, in 1911 wireless was very heavy and cumbersome and well into WWI ~100lbs of equipment

was required for 100 miles of transmission. While planes could easily transmit, understanding a received signal was a problem due to the inherent noise in an open cockpit. It wasn't really until 1918 that technology made 2-way communication practical. 1911 also saw the development by 3 countries of the torpedo plane, Italy, USA and Great Britain.

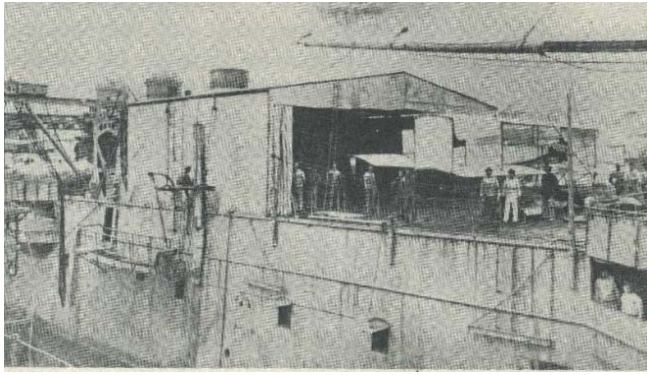
On January 10, 1912 British Lieutenant commander Charles Samson flew a Short S.38 from the deck of the battleship *HMS Africa* moored in the River Medway, England, becoming the first British "naval aviator." He succeeded in taking off from a wooden runway built out over the fore gun-turret of the *HMS Africa*.

1912 brought about a significant advancement in naval aviation with the invention of the flying boat. Glenn Curtiss is generally credited with this in January, 1912. Others were soon to follow, notably France's Francois Denhaut and his Donnet-Leveque flying boats. Early in 1912 the first air meet exclusively for seaplanes was held in Monaco and was repeated for the next two years before the war. It brought about advances in many things including more powerful engines and self-starting engines. The later was significant for seaplanes as it no longer was a requirement for someone to stand in a boat and swing the propeller. The competition was dominated by Henri Farman's hydroplanes.



*1<sup>st</sup> seaplane contest: Monaco, 1912*

On March 12, 1912 France creates an official naval air arm, the *Service Aeronautique*. At the same time modifications to the *Foudre* was completed and it became the first ship to have an airplane hangar installed.



1<sup>st</sup> shipboard airplane hangar: France, March 1912

The Imperial Japanese Navy officially entered aviation in June, 1912. Five naval officers were sent overseas for training; 2 to France and 3 to Curtiss in the US. One of these sent to the US was Chikuhei Nakajima. Several decades later his aircraft company would play a prominent role in WWII.

In the USA, successful tests were done using the compressed air catapult to propel Curtiss planes into the air.

It must be noted that we are not leaving Germany out of this discussion. Nor do we believe it is a matter of lack of literature. The reality is that before WWI, Germany had little success with naval aviation. Of course it is well known that they were to rely heavily on lighter-than-air (LTA) craft and in 1912 they ordered their first Zeppelin airship. But we will save the discussion of pre-war LTA for next time.

Meanwhile the Brits were busy in 1912 acquiring their first seaplane, a modified Short with a central float and air bags under each wing. This was followed by a specifically designed seaplane, the twin-float Short S.41. This was the beginning of a long relationship between the Short brothers and the future Royal Naval Air Service.



Short S.41, Royal Navy's 1<sup>st</sup> seaplane, May 1912

Again it was Charles Samson who became the first to take-off from a ship under way. On May 9, 1912 he takes off from the foredeck of the HMS *Hibernia* in a

Short S.27. Great Britain conducted experiments to detect submarines and found that the success was directly proportional to the sea conditions and the clarity of the water; kind of obvious.

Originally the British established an air service to be called the Royal Flying Corps which consisted of the Naval Wing and the Military Wing with a Central Flying School to train pilots for both. The idea was inherently flawed for the time since in order to cooperate with the Navy a pilot should have some naval knowledge and the same for the army. Almost immediately the Royal Navy ignored this commonality and within a month started to refer to themselves as the "Naval Air Service". They continued to train their own pilots at Eastchurch. They sought their own aircraft and really formed close ties with the private aviation industry. They got the best engines and best planes while the army was stuck with the conservative planes of the Royal Aircraft Factory, the official governmental airplane designer and manufacturer. By the end of 1912 they had 16 airplanes, 3 of which were seaplanes.

On January 24, 1913 during the First Balkan War a seaplane was flown in combat for the first time. The aircraft belonged to Greece and was either an 80hp French Astra or a Farman pusher converted to a floatplane; details are a bit unclear for such a significant event. The Austro-Hungarian Navy was actually the first country in Europe to have naval officers train as aviators. In April, 1913 (between the 2 Balkan Wars) they conducted an embargo of Montenegro. They used Donnet-Leveque floatplanes on pre-dreadnaught battleships. This was the first effort at using shipboard aviation in a military conflict.



Donnet-Leveque Floatplane

Italy finally established a naval air arm in 1913, creating a branch called the *Sezione Aviazione Marina*. Either a Curtiss or a Paulhan-Curtiss floatplane was used with their new dreadnought battleship, the *Dante Alighieri*.

Russia was busy also with naval aviation development.



Sikorsky and Grigorovich had already created seaplanes but they were not that favorable. In 1913 they acquired a Donnet-Leveque style seaplane made by a Franco-British company. They liked it so much that they ordered 12 more but they never arrived due to the outbreak of the war. However, Grigorovich studied the design and it was to be the basis for his M-5 flying boat of 1914. These and later M-models were to be the backbone of Russian naval aviation during WWI.

In the spring of 1913 for the first time an airplane attacked a ship. It was during the Mexican Civil War on May 10<sup>th</sup> when a plane (an American Glenn Martin pusher plane) of the northern insurgents tried to bomb loyalists ships at the port of Guaymas on the Gulf of California. None of the ships were hit and none of the ships could fire at the plane because none of the guns could be elevated enough. This was a common problem for ships of the era.

By 1913, US naval aviation began to lag behind Europe's. In contrast, the Royal Navy's air arm was quite busy in 1913. Numerous tests were conducted on bomb dropping and the effects of the resultant surface explosions on aircraft. Many were worried that the backlash from a bomb would destroy aircraft or cause them to crash. The plane most often used was a Sopwith Bat Boat, the Royal Navy's first flying boat.

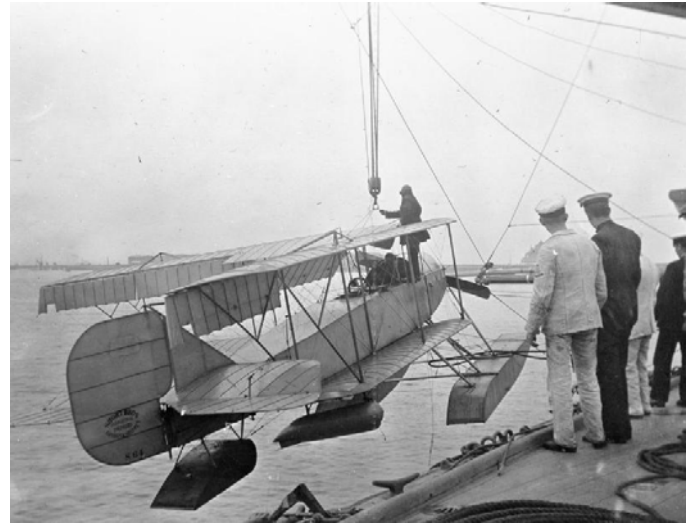


RNAS 1<sup>st</sup> Flying Boat, early 1913

Machine guns began to be tested on seaplanes. A Short S.41 seaplane received a .45 caliber Maxim gun and became the world's first machine-gun-armed seaplane. Even more radical were the tests with cannon armed planes. Two seaplanes received a Vickers 1½ pounder semi-automatic weapon. While little is known of the tests on the Sopwith Type S, the effect on the other plane, a Short S.81 was dramatic. The recoil was so great that the plane stopped dead in the air and fell 500 feet. It wouldn't be until 1915 that tests with cannons were resumed with the advent of the American Davis recoilless cannon. Many other weapons tests were done: rifle grenades, incendiary ammunition for rifles, a shotgun firing chain shot, grenades on grapples, and

various types and weights of bombs.

Additionally in Great Britain, shipboard aviation continued to be tested. A historically important seaplane was developed by the Short brothers in 1913. The Short Type S.64 was a twin float, 2-seat biplane developed from the Type S.41. It was the best marine plane of the day and featured a 160hp twin-row Gnome rotary engine and rugged spring floats. Yet the feature that was most significant was its' folding wings. That is practical and usable folding wings which gave it the nickname of "the Folder." The design enabled the wings to be folded parallel to the fuselage and reduced the 56ft wingspan to 12ft.



1<sup>st</sup> Seaplane w/ practical folding wings, Britain, July 1913

On May 7, 1913 the 13 year old, 5600 ton, 20 knot, 6in-gun cruiser *HMS Hermes* was designated to operate seaplanes in the 1913 fleet maneuvers. Her commissioning as the "parent ship" can be dated as the real start of shipboard aviation in the Royal Navy. The maneuvers were designed as a faintly disguised attempt to pit the relative strengths of the British and German navies against each other. The goal was to see if airplanes were useful for naval war. The two most important lessons learned were: 1, the absolute necessity of air-sea radio communication, without it aerial reconnaissance was minimally useful; 2, was the importance of the folding wing. The Royal Navy thought it was so important that it became a requirement for all future large seaplanes. The maneuvers also reiterated some things that were known, the importance of: special hoisting gear for seaplanes and better methods of sheltering planes on deck. The most important outcome was the influence the *Hermes* had on emphasizing the need for building a ship specifically designed for aircraft, a path that would lead to the aircraft carrier.

In Japan naval aviation growth was minimal. They had even fewer pilots and planes than the US. However, they did actually accomplish some innovations in 1913 notably the first production of Japan's own floatplane, undertaken by Lieutenant Nakajima. The plane was called the Type *Fu* and was based on the Farman floatplane. Also in 1913, the Imperial Japanese Navy became the third navy to operate shipboard aviation. The ship was the *Wakamiya Maru*, a 7,600 ton ex-British merchantman that was captured in 1905 while trying to run the Japanese blockade to a Russian port.



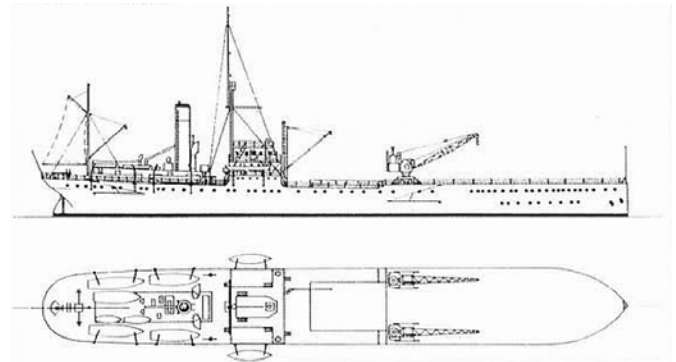
1<sup>st</sup> Japanese Aviation Vessel, *Wakamiya Maru*, 1913

There was minimal productivity for the US Navy air arm in 1914 but several firsts did occur. In early January the obsolete pre-dreadnought battleship *USS Mississippi* was designated station ship for the air base to be set up at Pensacola. This was the first assignment of a US warship to permanent aviation duty. In April 1914, during the US-Mexican crisis US Navy aviation was put into action for the first time. The *USS Birmingham* sailed for Tampico and became the first ship to carry American planes on an overseas mission. The *Mississippi* was sent to Vera Cruz and on April 25, 1914 they launched the US Navy's first combat flight, swinging a Curtiss C-3 flying boat off for a 50 minute reconnaissance of Vera Cruz and its harbor. On July 1, 1914, US aviation finally achieved departmental status in the US Navy with the creation of the Office of Naval Aeronautics.

In France the first takeoff from a moving vessel occurred. This was also the last anywhere before WWI. From a platform on the *Foudre*, civilian pilot Rene Caudron took off in one of his planes, a G.III amphibian with the ship doing 12 knots.

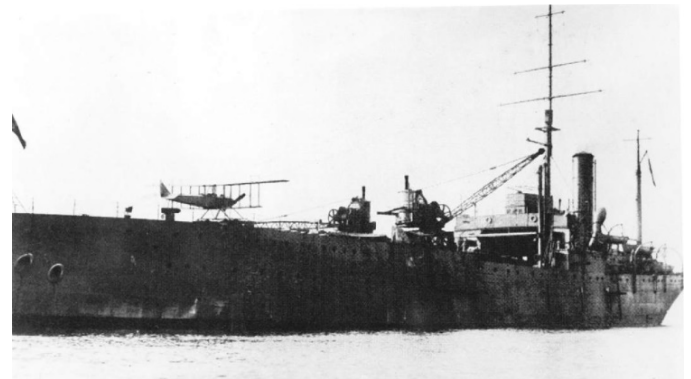
In Great Britain the *HMS Ark Royal* was built which was the first ever anywhere ship built as an aviation vessel. The *Ark Royal* was laid down on November 7, 1913 as a

merchantman but in the early days of construction radical plans were instigated to make changes. The configuration had a smooth upper deck about 2/3 of the hull length.



1<sup>st</sup> purpose built aviation vessel, *HMS Ark Royal*, 1914

Below the main deck was a "hangar deck". Aircraft could be carried secure from the elements. On other levels were workshops for airframes and engines, stowage space for fuel, lubricants and spare parts. Aircraft were lifted and lowered back and forth between the main and upper decks through a 30 by 40ft sliding hatch. The lifting was done by 2 big steam-powered cranes, one on each beam approximately amidships. They also swung the seaplanes onto and off the water. The *Ark Royal* was 7,450 tons, 366ft long with a 50ft beam. The boilers were oil-fired with 3000hp with a top speed of only 11 knots; this would prove to be her problem in WWI. The complement was 180 including aviation personnel. The original armament was four 12-pounders and two machine guns. The number of planes embarked depended on the size. For those seaplanes used at the start of the war the complement was seven. She was launched on September 5, had her first sea trials on December 10, and was commissioned the same day.



*HMS Ark Royal*, Great Britain, 1914

On July 28, 1914 a real torpedo was dropped from the air for the first time by a Short Folder-type seaplane at the Calshot RNAS station. The torpedo was a 14 inch, 810-pounder.



## Conclusion

No senior officer anywhere believed that aviation as it existed in 1910-1914 could play a major offensive role in naval warfare. The greatest disadvantage of the seaplane was its total reliance on favorable sea conditions. Despite what was played up in the newspapers of the day, the possibility that a plane would sink a ship or that a ship could shoot down a plane was near impossible. Amazingly no real tests had ever been done using real explosives to bomb a ship in the water.

As far as we know there was only one warship that had anti-aircraft guns at the start of the war, this was the British battleship *Iron Duke*, which had a pair of high-angle three-pounders.

Perhaps the greatest problem with naval aviation was that of overwater navigation. As long as aircraft stayed in sight of land it was easy but when out of sight of land it became a problem. Aircraft instruments were rudimentary. The compass would often go haywire due to rapid changes of course and altitude. The magnetic environment caused deviations, as did the release of bombs. So if a naval aviator did not accurately know his location then reconnaissance became problematic, for instance relaying the location of an enemy ship or submarine. Of course by the start of WWI wireless was still too heavy and had limited transmission distance to be practically used.

Another problem was that pilots in planes had difficulty identifying ships from the air. Along with this, ships had problems identifying planes. Only France had an official, standard insignia a tricolor roundel adopted in 1912. This was painted on the bottom of the wings for identification from below.

In the brief period from the Wrights to 1914 a great many advances had occurred in aviation and in this case marine aviation. Nevertheless, at the beginning of WWI naval air arms were infants. None had any clear cut doctrine or had achieved cooperation with surface force and all were manned by junior officers. Clearly Great Britain had the largest and most advanced force. On August 6, 1914, two days after Great Britain had declared war on Germany, the RNAS had 52 seaplanes, 39 landplanes and 7 airships along with 130 officers and 700 of other ranks. While not participating in WWI at the outbreak, in the USA the Office of Naval Aeronautics had 6 flying boats and 6 floatplanes when it was created in July 1914. There were 14 pilots although 2 had been killed and other personnel numbered 100. In future columns we will present the status of naval

aviation for each country at the start of WWI. *\*Next time we will examine pre-war lighter-than-air craft (airships and balloons).*

## Kits

There are very, very few kits available of prewar seaplanes.

*Special Hobby: Sopwith Schneider (1/48)*

*Omega Models: Curtis 1913 model F (1/72)*

*Omega Models: Curtis 1914 model F (1/72)*

*Omega Models: Robert Esnault-Pelterie (REP) 1912 Floats (1/72)*

*Omega Models: Caudron G.III Amphibian (1/72)*

There may be a few others that we are not aware of but the selection is very thin. Conversions might be a possibility.

## Literature

1000s; here are a few used above:

\*-Gunston, B. (editor) Aviation Year By Year. (2001) Dorling Kindersley Limited. London, England.

\*-Layman, R.D. To Ascend from a Floating Base. (1979) Associated University Presses. Cranbury, NJ, USA.

-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.

-Wikipedia (with caution).

**Steven Foster**



# The Gamer's Gambit



Hello again dear readers, today I think I shall go deeper into the heart of gaming miniatures, or rather into the heart of their purpose. I present to you today the history of miniature wargaming. "What is miniature wargaming?" you might ask. Picture, if you will a table, but not just any table. This table is topped not with a simple flat surface but rather a whole modeled terrain. Be it sea, forest, or mountain.



Be there village, castle, or town. Wargaming can incorporate any time period. Be it fictional or non-, it can be land, sea, or air battles, or even whole wars should one so desire. You can have pure tactics or include role-playing into this as well. You do not even need an elaborate setup, you can have your imagination take on the lions share turning simple paper clips into giant dragons and noble heroes.



But how did it all start? Well now, it all began in the beginning of the 20th century with the publication of Jane's Navel War Rules and H.G. Wells' "Little Wars". Major developments of such games however, can be found around the 1950's with the efforts of Jack Scruby. It really took off in the 1960's and 70's with the popularization of science fiction and fantasy wargames as an alternative to games based on historical battles.



For roleplaying, the 1960's and 70's were the beginning. It started with small single unit sets with allowed players to portray units down to a single character. Then came an interest in fantasy based off of the incredible interest of JRR Tolken's *The Hobbit* and *The Lord of the Rings* series. This spawned the creation of games based off of the medieval and Roman eras where before it was mostly Napoleonic and Civil War gaming.





The two joined with the miniature rules titled Chainmail. After that in 1974 was the famous publication from TSR of Gary Gygax of rules for individual characters under Chainmail and titled it Dungeons and Dragons. This was the split where role-playing games and wargames truly occurred.



And there you go, this one is rather a quickie and not-as-in-depth as previous but it is a good start. For those of you interested in how this whole mass of fun began. Next time we shall begin to look once more at individual companies and how they all began. Should I have any experience with painting or playing with their minis I will happily add my own two cents into the mix. Till then, a very happy holidays to you all.



Melyssa Smith



## BATHTUB ADMIRALS

### The German East Asia Squadron Part III—The Battle of the Falklands



Admiral Count von Spee's squadron in harbour at Valparaiso just before leaving to capture the Falklands. The Scharnhorst, the Gneisenau, and the Leipzig are to be seen in the background of the photograph. The nearer vessels are Chilean men-of-war.

After the Battle of Coronel, Spee returned to Valparaiso. The German population there was quick to report the action and the German government really played up the victory. The British reaction was slower, in part due to not having anyone left to file a report. The initial reaction was outrage. There was also the realization that the Falklands were now vulnerable because the remaining ships assigned to the South Atlantic were not powerful enough to stop the East Asia Squadron from taking whatever they wanted.

Spee knew this wasn't quite true. He realized that the easy part was over. His ships had been sailing for almost three months without significant maintenance and there wasn't a prospect for any until reaching Germany through increasingly hostile waters. Access to fuel would be sketchy unless some was captured or purchased from neutral sources—sources that would be under increasing pressure from London to do no such thing. Finally, Coronel had sapped nearly half of the squadron's ammunition. There was absolutely *no* source of that in the near future. By all accounts, Spee's mood was now the same as Cradock had before they met. He was a man that saw death and destruction in his future.

The British wanted to quickly oblige. Two battlecruisers, *Invincible* and *Inflexible*, were detached from their North

Sea squadron and sent south. The fact that *Invincible* was in port under repair was of no consequence. She put to sea with workers on board. (Interesting how history repeats itself. *Prince of Wales* did the same thing when *Bismarck* broke out in WW II)

Politics now created some drama. The remaining ships that had been under Cradock's overall command remained and were currently under Admiral Stoddard. Command guidelines required a commander of higher grade than Admiral Stoddard for a squadron of this size. The only one 'readily' available was Doveton Sturdee who was currently Chief of Staff at the Admiralty. Jacky Fisher had just replaced Prince Louis as First Sea Lord and hated Sturdee because he had previously aligned himself with Admiral Charles Beresford whom Fisher had long battled. Fisher never forgave a grudge, so Sturdee's days at the Admiralty were numbered. Despite strong misgivings about Sturdee's command abilities, this gave Fisher an opportunity to kill two birds with one stone.



Sturdee

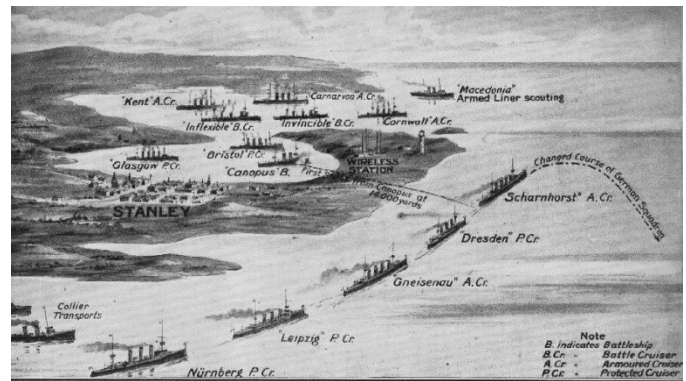
Sturdee force sailed from Devonport on Nov. 11 and rendezvoused with Stoddard on the 26<sup>th</sup>. Sturdee planned on leaving for the Falklands on the 29<sup>th</sup>, but was convinced by Captain Luce of *Glasgow* to leave a day earlier. This proved critical as Spee had already sailed on the 26<sup>th</sup> and was planning on attacking Port Stanley in the Falklands en route. His information at the time had no warships present.

Sturdee's ships arrived on the morning of December 7 and immediately began coaling. Only *Kent* remained with a head of steam. Since he didn't know the location of the Germans, Sturdee gave *Cornwall* permission to start disassemble her boilers for maintenance.

He was about to be caught with his pants down because Spee also arrived around 7:30 that very day. The only thing that saved him was *Canopus*. She had proved useless at Coronel, but upon returning to Port Stanley, had been grounded to act as a gun emplacement. Once the Germans came into view, the alarm was raised and she began to lob 12-in. shells their way from behind a hill. This prevented them from entering the harbor and attacking the unprepared British ships. Sturdee immediately suspended fueling and ordered preparations to sortie.

Spee had expected cruisers and, possibly, *Canopus* to be in the area. Had that been the extent of the forces, he may have proceeded into the harbor and handed the British another route. Instead, *Gneisenau* and *Nurnberg* reported ships with tripod masts were present. Tripod masts meant battlecruisers and the tables were turned.

By modern standards, all of this happened in slow motion. The preparations to sail would take the British some time since they had to suspend the coaling operations and raise steam on the ships. Given this, Sturdee granted permission for the crews to go to breakfast. The sorte (except for *Cornwall*) started around 1100 hours.



THE MORNING OF ADMIRAL STURDEE'S VICTORY. Above are indicated the positions on the morning of December 8th, 1914, when Admiral Count von Spee steamed up with the intention of seizing Port Stanley, unaware that Admiral Sturdee's avenging squadron had arrived there the day previously.

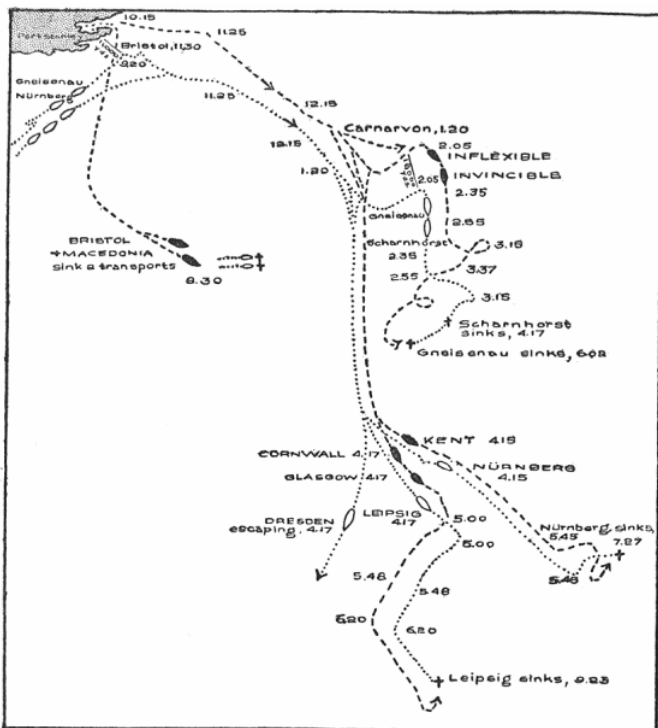
A contemporary newspaper recounting of the battle with a few factual errors.

Spee broke for open water and Sturdee began the long chase. Everything had gone wrong. Had the weather been similar to Coronel (or even a typical South Atlantic day at that time of year) or had contact been made later in the day, Spee may have been able to vanish. Instead, it was a crystal clear morning. Sturdee's ships were faster, so they gradually cut the distance over the next three hours.

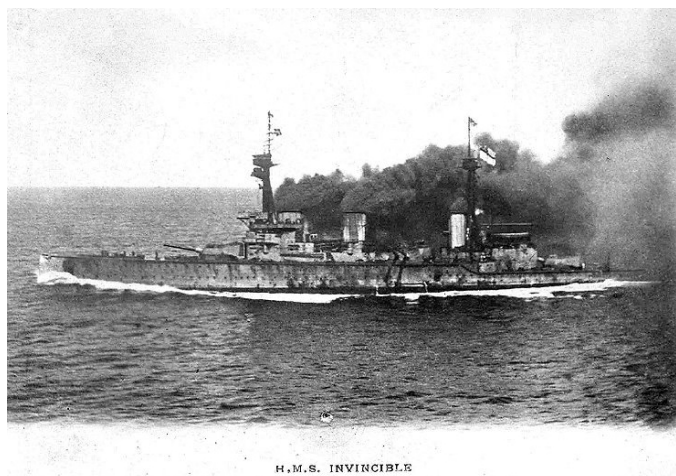
In another instance of role reversal, Spee made a decision similar to Cradock a month earlier. He ordered his cruisers to break off while he took *Scharnhorst* and *Gneisenau* back towards the British in an attempt to let part of the squadron escape. Sturdee had anticipated this move and, in planning the encounter, had ordered his



cruisers to also break off and pursue the cruisers independently as soon as it happened without requiring direct orders from the flagship.



The Germans had no chance, but still performed admirably. As soon as they had the range, the British battlecruisers opened fire. For a while, they were unmolested since their 12-inch guns had the superior range. The battlecruisers had one major disadvantage during the pursuit since the Germans had the weather vane.



H.M.S. INVINCIBLE

Every time the British fired, smoke from the guns added to the smoke from the funnels and made spotting the fall of shot difficult. The two groups danced around each other as the British tried to find clear air and the

Germans would either counter or take advantage to open the range again.

Even though they were taking hits, once the range closed, Spee's ships showed their skill and delivered several hits of their own.



Painting showing Scharnhorst sinking.



German sailors being rescued.

The German cruisers met similar fates. Each was selected by a British armored cruiser and engaged. Again, the British had superior firepower, armor and speed versus their opponent.

### Aftermath

Virtually none of the Germans survived the battle. Some of this was due to the refusal to strike colors and surrender. Water conditions at this latitude made long-term survival a problem. Among the four ships sunk, just over 200 survived and losses topped 1,800.

Of the three German cruisers, only *Dresden* was able to get enough distance between herself and the pursuer to get away. It didn't really help as she was cornered and scuttled in March 1915 off the Juan Fernandez Islands.

Sturdee received great acclaim for the battle and eventually was appointed a baron. Not exactly the outcome that Fisher was looking for.

Fisher was elated, however, as this battle vindicated his backing of the battlecruisers as a ship of war. This was how he conceived them, they performed perfectly. Unfortunately, it also added more opportunity for other commanders to blur the line between battlecruisers and battleships. They looked like battleships, they shot like battleships, so they could (and would) be fought like battleships. Eventually, they would pay for the mistake.

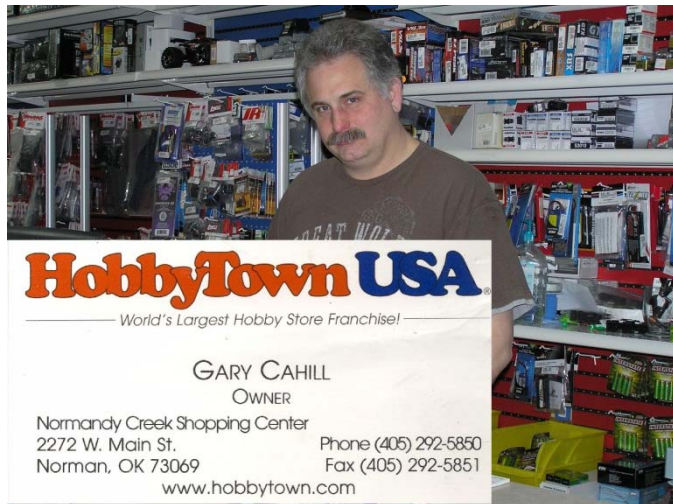
### Kits

All of the kits listed in previous installments on the East Asia Squadron continued to be involved in this action, so no new kits will be listed this time.

Rick Jackson

### Our Sponsors

We have several local hobby shops that really deserve recognition and our support. Send some business their way.



**FLAGSHIP MODELS**  
Warship Kits  
Ordinance Kits  
Detail Sets  
— of the —  
**AMERICAN  
CIVIL WAR**  
[www.flagshipmodels.com](http://www.flagshipmodels.com)



TM



**MODEL AIRCRAFT LABS**  
Since 1945  
**M. A. L. HOBBY SHOP**  
Since 1948

OPEN MON. 1:00 TO 6:00  
TUES.-WED. 12:00 TO 6:00  
THUR.-FRI. 10:30 TO 7:00  
SAT. 9:30 TO 6:00

**63 YEARS**

MILDRED & EDGAR SEAY, SR  
Founders  
**108 SO. LEE STREET**  
IRVING TEXAS 75060

**EDGAR SEAY JR**  
**972-438-9233**

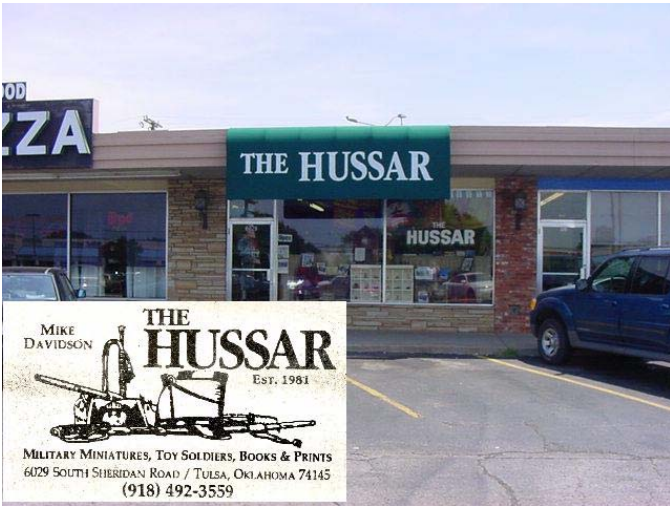
**CRM HOBBIES**  
OUT OF PRODUCTION MODELS-FULL AFTER MARKET

5101 EICHELBERGER ST  
ST LOUIS, MO 63109  
314-832-4840

**CHRIS MERSEAL**  
OWNER

CRM@INLINK.COM

CRMHOBBIES.COM




**THE HUSSAR**

MIKE DAVIDSON

**THE HUSSAR**  
EST. 1981

MILITARY MINIATURES, TOY SOLDIERS, BOOKS & PRINTS  
6029 SOUTH SHERIDAN ROAD / TULSA, OKLAHOMA 74145  
(918) 492-3559



*Bobe's Hobby House*  
"Relax with a Hobby"

ART SUPPLIES FOR STUDENTS & PROFESSIONALS  
FINE PAPERS ~ MAT BOARD ~ CRAFT SUPPLIES  
BEADS ~ CANING ~ CANDLE MAKING  
MODEL KITS & ACCESSORIES ~ FIGURES  
DOLL HOUSES ~ MODEL RAILROAD ~ RADIO CONTROL  
MILITARY BOOKS ~ GAMES ~ PUZZLES ~ KITES

(850) 433-2187  
www.bobeshobbyhouse.com

5719 North "W" Street  
Pensacola, FL 32505

*Challenger* N-SCALE HOBBIES  
"TULSA'S N SCALE SOURCE"  
We're open 24 hours, just not in a row!

Richard Fisher


Mail Order, Repairs  
Custom Painting & Models  
Buy, Sell & Trade

T-W 5-8, Th-F 12-8, S 10-5  
8753 S. Lewis, Ste. B  
Tulsa, OK 74137  
(918) 298-4800

Challenger@Challenger-N-Scale.com  
Web Site: HTTP://Challenger-N-Scale.com

Phil Howell      hobbydepot@att.net

**The Hobby Depot**



8013 S. Western Suite D  
Oklahoma City, Ok. 73139  
Ph # 405-634-4444

**Store Hours**

Monday 10am to 6pm  
Tuesday 10:30am to 6:30pm  
Wednesday 10am to 6pm  
Thursday 10:30am to 6:30pm  
Friday 10am to 6pm  
Saturday 10am to 4pm  
Sunday Closed

**TOP SHELF MODELS**

119 South Main Street  
Owasso, OK 74055-3117  
918-274-0433      fax 918-376-2824  
1-866-210-0687

**Royal K. Stuart      Manager**

e-mail [topshelfmodels@peoplepc.com](mailto:topshelfmodels@peoplepc.com)

# SPACEMONKEY MODELS

James Duffy  
owner

116 rosebud Ln.  
georgetown, tx 78633  
(512) 423-1855

james@rocket.aero

www.rocket.aero  
www.spacemonkeymodels.com

rocket.aero

## IPMS/USA NEW MEMBER APPLICATION

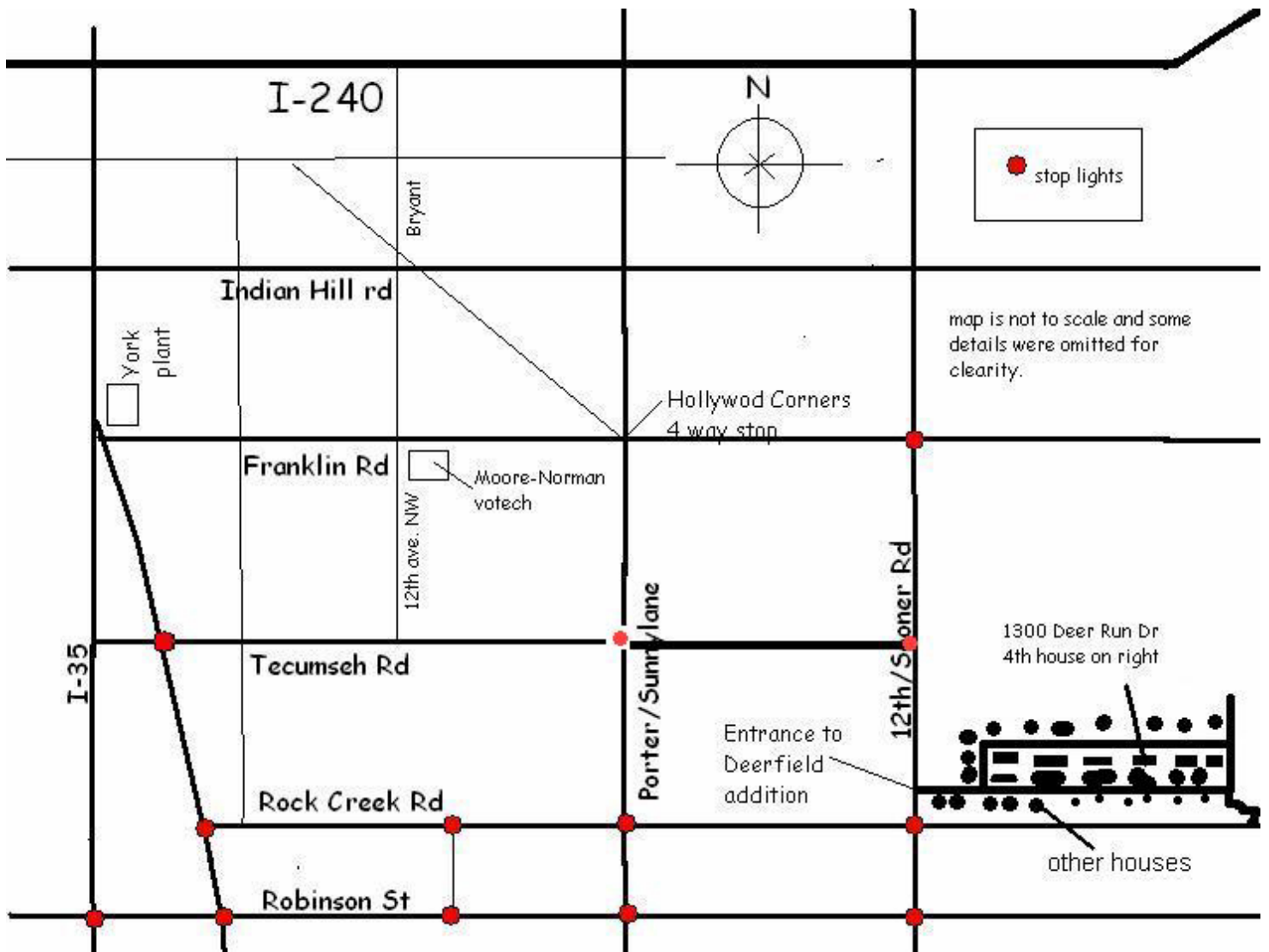
IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ FIRST \_\_\_\_\_ M \_\_\_\_\_ LAST \_\_\_\_\_  
(leave blank) Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_ email: \_\_\_\_\_  
VISA/MasterCard Account # \_\_\_\_\_  
Exp. Date: \_\_\_\_\_  
Signature: \_\_\_\_\_

Adult: \$25     Junior (17 years old or younger): \$12 DOB: \_\_\_\_\_  
 Canada & Mexico: \$30     Other Foreign: \$32     Foreign Air Mail: \$55  
 Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_)  
 If recommended by an IPMS member,  
list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA**  
P.O. Box: 2475  
North Canton, OH 44720-0475

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)





# OHMS EVENT CALENDAR

## 2013

### 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
- 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. Slides from Turkey.

### March

- 7 OHMS Meeting. MOM contest
- 8 RiverCon III, Clairon Hotel, 1419 East 70th Street, Shreveport LA, IPMS/Red River Modelers, contact [JACK CRUMBLISS](#) (318)-828-4597
- 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.
- 18 OHMS Meeting. Program night. Build Night
- 26 IPMS Houston Modelmania 2014--Stafford Center, 10505 Cash Road, Stafford, TX 77477. Contact [Richard Kern](#) 713-320-3599

### May

- 2 OHMS Meeting. MOM contest.
- 16-17 Region 6 Convention & Contest-- Marriott Hotel & Event Center 9100 Corporate Hills Drive, Wichita KS, IPMS/Air Capital Modelers. Contact [Mark Vittorini](#) 757-440-6846
- 16 OHMS Meeting. Program Night. Build Night.

### June

- 6-7 Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa
- 6 OHMS Meeting. MOM contest. Open theme