



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 44, Issue 1

January, 2014

Coming Events

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
February 7--OHMS Meeting. MOM contest.
February 15--ModelFiesta 33, IPMS Alamo Squadron, San Antonio. San Antonio Events Center, 8111 Meadow Leaf Drive, [Kent Knebel](#) 210-481-2731
February 21--OHMS Meeting. Program Night. Slides from Turkey.

Meeting Reports

Business Meeting—December 6

Due to the weather this evening, attendance was very small and no club business could be conducted. It can be announced, however, that the club IPMS charter has been renewed for 2014. Memberships for 2014 are due, starting in January. Annual dues are \$15.

Model of the Month— December 6



J2F Widegon

Rick Jackson

And a couple of works in progress.



As can be seen, the weather also impacted the MOM participation. A 'place holder' entry sneaks away with the win.

Club Christmas Party

As has been the tradition for many, many years, the second meeting in December has been the club Christmas party. We gathered at Dave Kimbrell's house, bringing munchies and presents and doing our own version of the Rocky Horror Picture Show with the annual showing of 1941.

Follow-up from the Auction

Here are some photos from the auction that didn't make it into the December newsletter.



This month's newsletter will be somewhat lighter than it has been in recent months. Unfortunately, the technology bug has bitten *el presidente's* computer and he has been unable to submit his Head Chicken column this month.

The Dark Side

Come to the Dark Side.....where we don't like to plan ahead because the word premeditated starts getting used in court.

The WWI German Tanks

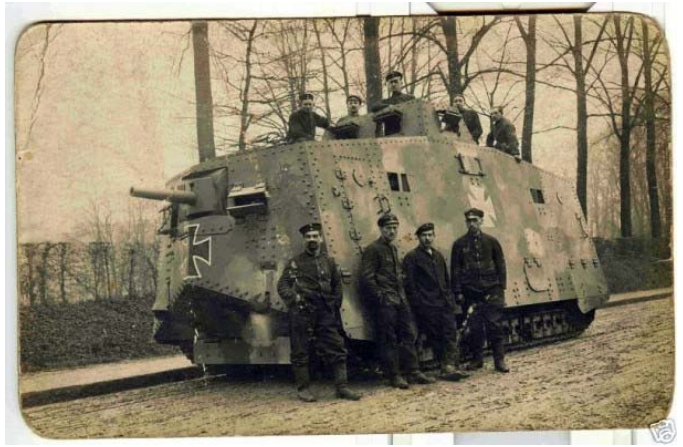
The Germans were slow to take up the idea of the tank. With the trenches, they decided to go more for a change in unit tactics, rather than try for some technological super weapon. Although tanks had been seen for some months, the real shock came on November 20, 1917 at Cambrai.

Up until then, Ludendorff had been very contemptuous of tanks, but the British assault broke through the German lines almost to a depth of six miles. Some German units panicked and headed east. They finally came to realize they needed something to counter the growing threat posed by the French and British efforts, if for no other reason than morale. Their first efforts were simply to use captured enemy vehicles.



However, no German tank unit used French tanks, although some infantry units made local use of a few. Remember, at the time, all tanks were seen as support for the infantry. The idea that tanks would fight other tanks was not seriously considered.

The only German design to see combat was the A7V.



It was certainly a strange looking tank by any standards. It carried a crew of 18 with a 57 mm main gun and 6 machine guns.



The engine was mounted in the middle of the chassis and the commander and driver set atop it in a cupola.



It resembled a moving house as much as anything. The general design was due to the military more than the German automotive industry. The chassis was used for a transporter- the Gelenwagen



The only surviving A7V is MEPHISTO, number 506. It has the earlier trestle gun mounting instead of the pedestal mount.



and a trench digger- the Schutzgrabenbagger.





It was abandoned and damaged with a demolition charge. Later captured by Australians and taken to Brisbane where it still is today. Examples were taken by all the Allies, but were scrapped. Here is a shot of the one being taken for salvage at Aberdeen Proving Ground.



There are two reproduction A7Vs. One "Schnuck" is a wooden mock up on a modern chassis at The Tank Museum, and another made from scratch by a German firm and now on display in Germany.



I have discovered several interesting things while looking at the various photos. I will revisit these points at a later date when I have done a bit more research.

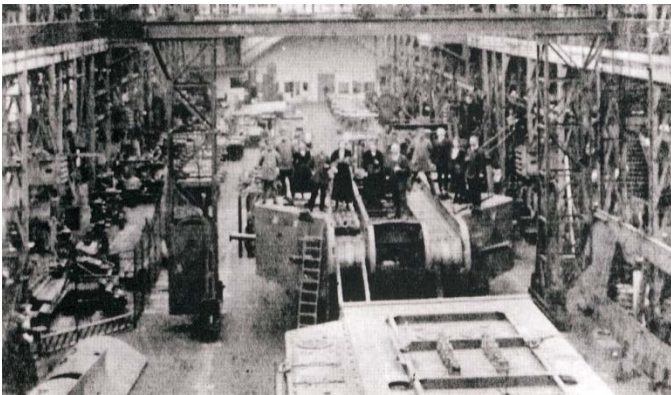
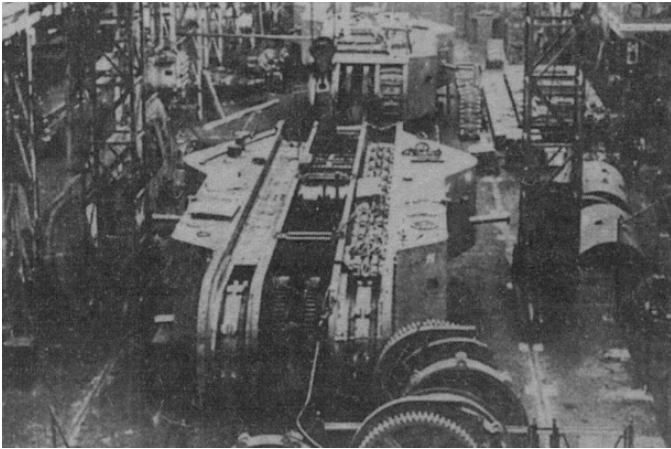
Tank vs. Tank

This first event occurred on April 24th, 1918. An A7V "Nixie", number 562, was near the village of Villers-Bretonneux where it encountered several British Mark IVs, a Male and two Females. The Females were damaged by Nixie and in turn Nixie was disabled by the Male commanded by 2nd LT. F. Mitchell. Ultimately both tanks withdrew.....a bit like the *Monitor* and *Virginia*. This was the first tank on tank combat. There would be others before the Armistice, but none were significant beyond the immediate locale.

The K-wagen

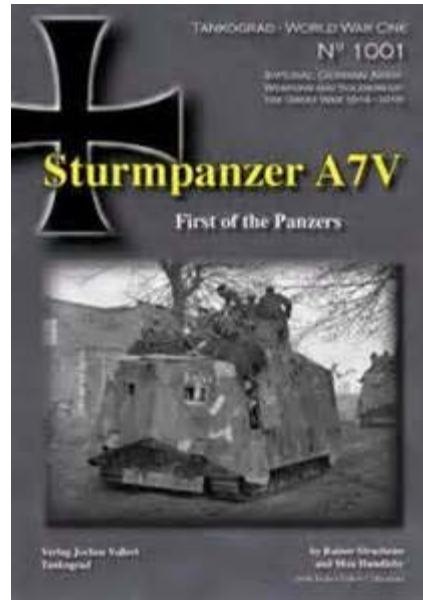
Along with the development with the A7V was the K-wagen. This was much like the Maus of WWII, in that the

Germans seemed to have an obsession with mega size projects. They had two that they were working on and they weighed in at about a hundred tons, mounting four 77 mm guns in mountings like the British tanks. One was ready for trials by the end of the war, but both were broken up.



THE KITS

While there may be a resin kit of an A7V that I am unfamiliar with, the only kits I know of are the TAURO 1/35th scale kit and the EMHAR 1/72nd scale issue. The TAURO kit came out in the early 1980's and is still the only 1/35 scale kit offered. It has an interior or sorts and single link tracks. It appears to be dimensionally correct. There are two editions of the kit which differ only in decals. While it can be built into a fair example of the later production vehicle, it lacks details in some areas like the gun shields and visors. The hull bottom appears to be totally incorrect. I have not built the EMHAR kit, but having built some of the 1/35 WWI Mark IV, I am assuming it is accurate, but lacking in some respects. Also, there is a book in the Tankograd series on the vehicle.



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 1914-1917, Fortress 103

Other Books

GERMAN TANKS IN WWI, by W. Schneider & R. Strasheim, Schiffer Publishing

COMPENDIUM MODELING MANUALS 4, Jerry Scutts, editor

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

GENERAL KNOWLEDGE AND PRIVATE INFORMATION

For those of you that did not catch it on the news, Rachel Washburn was honored for her military service. Two tours

in Afghanistan as a Lieutenant in an intelligence unit. She got a bronze star. Previously, she was a cheer leader for Philadelphia Eagles.



Dave Kimbrell



The Gamer's Gambit



How does one go from manufacturing rubber inflatable toys to being the model manufacturing go-to name? We shall delve a little away from the usual in this article to look, not at my beloved figures, but rather at one of the pioneers and model creation giants that really helped get the hobby going.

In 1939, a Hungarian businessman by the name of Nicholas Kove decided it would be a great idea to make rubber inflatable toys and slapped the name Airfix onto this little enterprise.



The brand name Airfix was selected to be the first alphabetically in any toy catalogue and, in 1947, Airfix introduced injection molding and decided the best use of this spiffy new tech was to produce pocket combs. By 1949 it was commissioned to create a promotional model of a Ferguson TE20 tractor. Initially they did the hard thing and molded it in cellulose acetate plastic, assembled it by hand, and then sent it off for distribution to Ferguson sales reps. Of course this was expensive and time intensive and in order to increase their sales and lower their production costs they began selling them in kit form by F.W. Woolworth's retail stores.

In 1954, Woolworth buyer Jim Russon suggested that they produce a model kit of Sir Francis Drake's Golden Hind which was then being sold in the U.S. as a "ship-in-a-bottle". They decided that the kit should be made in the more stable polystyrene plastic. Because they needed to meet Woolworth's retail price of 2 shillings, Airfix changed their packaging from a cardboard box to a cheesy plastic bag with a paper header. They did, however provide instructions...how kind.



This kit was a great success and it drove the company on to produce an even greater range of new kit designs, yay for success! The first aircraft they produced was in 1955 and was a model of the Supermarine Spitfire in 1/72 scale (this is a British company after all) and it was developed by James Hay Stevens. It was a scaled down copy of the Aurora 1/48 Supermarine Spitfire kit. Our intrepid businessman Mr. Kove didn't really think it would sell to start with—well, he wasn't British so I suppose we can forgive him this time--and initially threatened to charge the cost of the tooling to the designers. My, my, now that wasn't very nice.

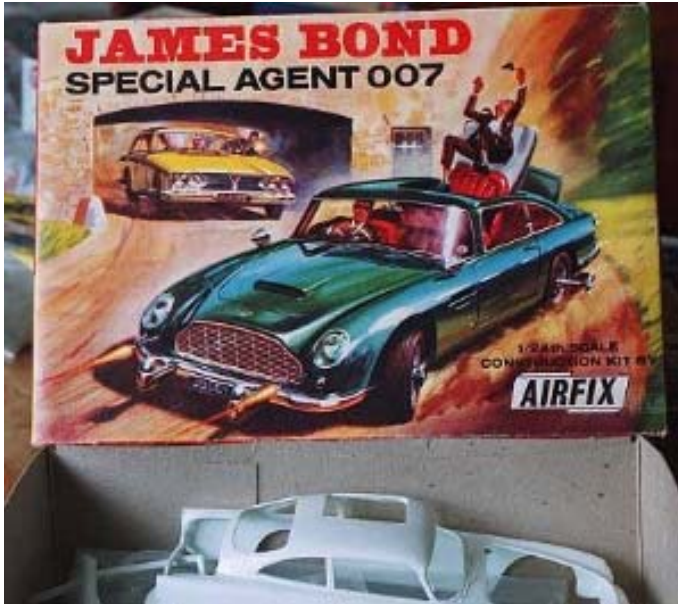


During the 60's and 70's the hobby of kit model building expanded tremendously and so did our nifty company here. Bet Mr. Kove wasn't so put out about the Spitfire now huh? Airfix even stretched themselves to creating vintage and modern cars, motorcycles, figures (here there are our buddies!), trains, trackside accessories for our friendly trains, military vehicles (I bet they had train spiffiness as well), large classic ships (woohoo!), warships (even better!), liners, engines, rockets, and spaceships (hey let's go to the moon for afternoon tea pip pip), as well as their beloved aircraft. Well, beloved of all but Kove cause he is a grump. Most of the kits were created in my favorite and apparently "standard" scale of 1/72 for the small and military aircraft and 1/1444 scale for airliners. Geezum criminy! Could you even see the bugger to build it?



1962 saw the acquisition of 35 molds and the intellectual property of Rosebud Kitmaster and was the kick in the butt that Airfix needed to start creating their first real railway locomotives in both OO and HO scales (okay that is way outside my copious amounts of knowledge, no railway master am I) as well as their first motorcycle kit in 1/16 scale, the Ariel Arrow, which is nifty because motorcycle kits rock socks off. By the mid 70's Airfix started building larger scales including the apparently dramatic (If a scale

can be dramatic. I mean, what does it do, don a cape and top hat?) scale of 1/24th scale for the Spitfire, Bf-109, Hurricane and Harrier “jump-jet”. They made all their kits using the injection molding process with the polystyrene plastic. Apparently that tickled their collective fancies as that was the same they had been using for a while. Yay, lower production costs!



During this spiffy period of growth, the hobby became popular enough for competitive companies like Matchbox to come about and, as we know, they are also awesome. Of course, as a company grows, it likes to look into other markets and, thus, Airfix also produced a wide variety of toys, games, dolls, art, and craft products. No putting all their eggs in one basket; not our Airfix.

All good things must come to an end though and in the 80's the decline of model building caused a rapid decline to the income of this once mighty giant. With great financial pressure, they were purchased by Humbrol. There is more to the story but mostly details on the financial decline and the different things tried to keep the future at bay and where it is now. However, I hope you enjoyed this little side story into a great and varied model building icon. Until next time, long live gluing plastic bits together and painting 'em pretty! Ta.

Melyssa Smith



BATHTUB ADMIRALS

An Evolutionary Dead-end

Over the last several months, we've spent time on the events of the first five months of World War I. Now is a good time to pause and talk about a significant naval development of WW I that we have seen come to the fore in this time.

The object in question is the battlecruiser. It probably has one of the most intense love/hate following of any ship type.

The battlecruiser was the final evolution that started with the protected cruiser and then moved through the armored cruiser. Each type was an attempt to improve the ability to scout in force and be able to survive an encounter with the enemy's scouting force. Each generation mounted bigger guns, more powerful engines to maintain or increase speed and, usually, more armor to stand up to those bigger guns.

Fisher's Vision

Jacky Fisher was the midwife, nursemaid and godfather of the battlecruiser. He was constantly trying to innovate. Sometimes it was with great success, as with *Dreadnought*. *Dreadnought*, as the all big-gun battleship, wasn't a unique idea, however, as many countries were on a similar track. Fisher simply beat them to the punch. The battlecruiser as it came to be was his and his alone.

Fisher was obsessed with speed and hitting power. He believed speed was a form of armor since faster ships were harder to hit and could dictate the terms of an encounter. If terms were favorable, he would close and prevent the opponent from withdrawing. If the tables were turned, speed would allow him to turn and outrun his foe and live to fight another day. Once the fight was joined, he wanted to have the biggest and most guns in the fight. Bigger

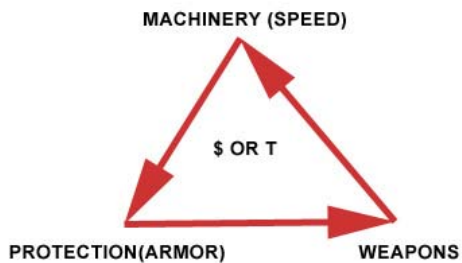
guns would allow him to fight at ranges that the other ship couldn't reach. More guns would allow more damage to be inflicted faster.

In Fisher's mind, the ultimate ship would be invulnerable and unbeatable. He probably dreamed of a ship of 50-inch guns with 50 inch armor and capable of 50 knots. No such ship could exist because no country could build it. Not only would the dream ship be too expensive to build, it would also require totally new construction and maintenance facilities which would demand even more money. A country like Great Britain, with its far-flung interests, would have to have several to cover them all.

Since he couldn't get his ultimate ship, he 'settled' for the battlecruiser. The political capital he had developed over the years was expended to push through the concept. The contradiction was that the other technological developments he supported made his baby more and more vulnerable, yet he continued to push the concept. Each version became more and more extreme, but the vision continued to drive him.

Warship 101

Let's digress a minute to discuss a basic principle of ship design that is at the heart of the battlecruiser's biggest flaw.



In building any ship, you often hear the term balance used. This refers to the three prime elements that go into a warship: machinery, armament and armor. After you have built the hull (the structural framework and added components for the crew and basic operations), the rest of the weight of a ship is allocated among these three elements. So, a well-balanced ship usually would have about 60% allocated between the three elements and 40% to structure and other elements.

Compromises have to be made to arrive at a ship that could be built. Each of the elements has to dance around

the central limiting factors of budget or size limitations. Any increase in one element either had to rob from the others or get approval to bump up the limits. In almost any democracy, the military would be unable to obtain *carte blanche* to do whatever it wanted. An increase in size would almost force the ship to increase both armor and machinery since more area would have to be protected and, thus, weigh more. The viscous circle ensues.

The building philosophy of the country also plays a major role in how much is allocated to each element. The data in the table below is from Norman Friedman's *Battleship: Design and Development 1905-1945*. This is an outstanding book if you want to delve into the technical aspects of ship design.

Each British ship is listed with the German ship built in response. With Fisher as First Sea Lord, the table shows that ships built under his influence emphasized machinery and weapons but did not devote as much to armor as the Germans.

	Tons	Armor	Machinery	Weapons	Other
Battleship					
Dreadnought	17,900	28%	11%	17%	44%
Nassau	18,870	35%	7%	14%	34%
Battlecruiser					
Invincible	17,250	20%	19%	14%	46%
Von der Tann	19,370	33%	15%	11%	31%

Germany was in a reaction mode. Each time the British built a class of ship, they had to develop a response. Each response class tended to be bigger than its 'opponent'. Tirpitz and the German Admiralty wanted ships to survive, and they were willing to mount smaller guns and be slightly slower to get it. They also were in a numbers crunch as they couldn't build as many units in a given period of time as the British, so individual units tended to be slightly better. This is why the German ship on the table is slightly larger and better protected than the ship that they were designed to meet. (Don't ask me why the data for the *Von der Tann* only add to 90%. They are Friedman's numbers).

	Tons	Armor	Machinery	Weapons	Other
Hood	41,200	33%	13%	13%	41%
Bismarck	40,250	43%	8%	12%	37%
Iowa	56,565	33%	8%	10%	28%

For comparison, look at how the penultimate British battlecruiser, *Hood*, compares to *Bismarck* which was designed to German battleship principles (remember,

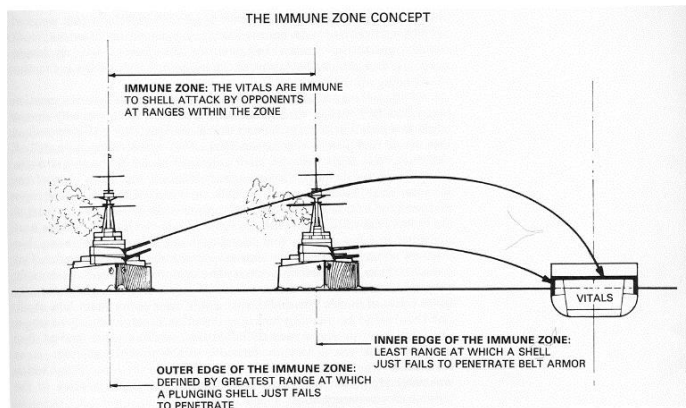
nearly 20 years separated the designs). The two ships are nearly the same size, but not anywhere near the same balance. One can see how *Hood* was at an extreme disadvantage in Denmark Strait facing a ship of more modern firepower and fire control. AND YET...No one tends to take potshots at the *Iowa* class despite how her proportions resemble *Hood*. Hmmm.

Keep in mind, the numbers only tell you how much weight was devoted to an element, not how it was used. Simply having the resource doesn't mean it was spent wisely. Since *Iowa* has more displacement to work with, similar percentages means there is more armor, machinery and armament. Still, one has to wonder how the class would have fared had they met another battleship in an even fight—say off Samar?

Zone of Immunity

While this concept didn't truly form until the 1920's, many of the principles found their way into how ships were constructed in the pre-war period. For centuries, ship to ship combat took place at almost spitting distance. Aiming and firing guns at those ranges was quite simple. Protection from the shells was also rather straightforward. Even in the decade before WW I, British tactics dictated combat take place at not much more than 8000 yards. North Sea weather and technology had made longer ranges useless even though the guns could fire much farther.

Tactics lagged behind as improved guns, more consistently formulated gunpowder and the ability to aim the guns due to improved fire control made the ranges feasible. The more forward-thinking commanders began to preach combat at 12,000, 15,000 and even (gasp) 20,000 yards. Through testing and training and despite the obstruction of hidebound opponents, those ranges began to become a reality.



At increased ranges, shellfire becomes less direct upon the hull of the opponent. Elevating the guns to increase the range causes the shell to take a parabolic path. As the shell has to go higher to travel farther, it loses momentum at the end of its flight and becomes a ballistic object falling nearly straight down.

The shell that used to hit belt armor at nearly 90 degrees may now hit at 45 degrees. The oblique angle increases the effective thickness of the belt and makes the ship better protected. At the same time, the chance that the shell strikes the deck more directly reduces the chance that it glances off and now penetrates into the vitals of the ship. Suddenly, deck armor now becomes a consideration, along with the weight that it brings to the balance equation.

Deck armor doesn't need to be nearly as thick as the belt. A shell hitting the belt has much of the muzzle velocity still behind it. A shell fired at long range and on a ballistic with gravity is the primary force has lost much of its penetration energy. Still, deck armor thickness had not been analyzed to the extent of belt armor up to this point and ships designed before 1910 frequently were under protected against plunging fire from the larger shells.

Against a particular gun of a potential opponent, the area where a shell no longer will penetrate the belt but before it can penetrate the deck armor is what became known as the Zone of Immunity. As I said, where this became a formal concept in the 1920's and actually became an element in US ship proposals, earlier designers would also try to find a way to fight at ranges where their ship could be safe while damaging the other ship. Superior speed would also become important as a way to maintain the optimum distance against a slower opponent or declining combat altogether if combat would be unfavorable.

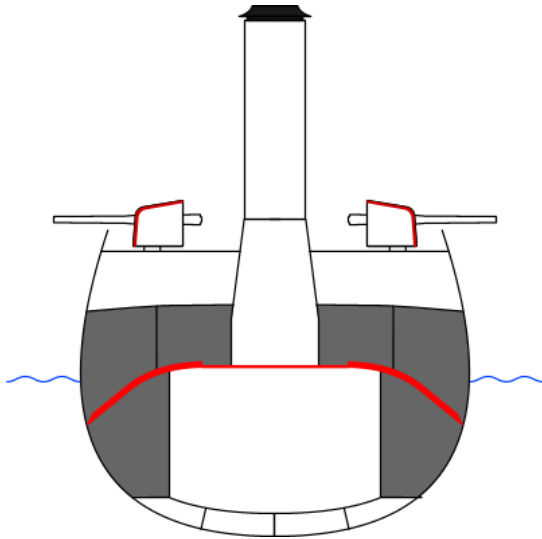
The Zone of Immunity is much more complicated than what I've presented as it overlooks a myriad of important factors like quality of shells and gunpowder, differences in metallurgy techniques, and so forth that varied from ship to ship, but you begin to see why the ship built in 1900 when you opened fire when you saw the whites of their eyes could be at a significant disadvantage when ranges got over 10 miles.

Road to the Battlecruiser

Battlecruisers are the final evolution of the ship that began as a frigate in the days of sail and moved through protected cruisers to armored cruisers to battlecruisers. They were really designed to be ships that operated somewhat independently of the main fleet. Scouting, operating from colonial stations, flying the flag and protecting trade routes

were their stock and trade. Speed, endurance and guns big enough to defeat the potential enemy were the prime considerations in their design. In balance, cruisers tend to emphasize speed (and endurance or fuel capacity) and rob from protection.

Protected cruisers began to appear in the 1880's. The designation referred to ships with an armored deck protecting the machinery spaces.

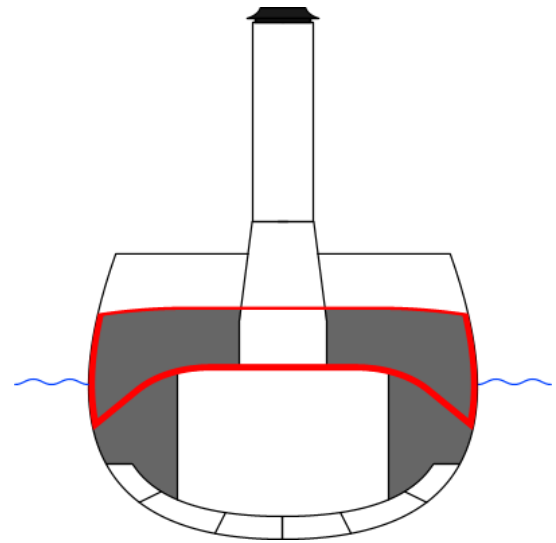


While they would have armor around the conning tower, they would not have an armored belt. Two surviving examples are the USS *Olympia* and the Russian cruiser *Aurora*. The ships would range in the 5-6000 ton range and around 300-350 feet long.



Olympia

Armored cruisers actually pre-date the protected cruiser with the first examples launching in the 1870's. Weapon development started making the ships quickly obsolete, so the simpler protected cruiser began to take precedent. Nevertheless, the armored cruiser added the traditional armor belt to the deck armor of the protected cruiser.



This version of the armored cruiser had many examples of which survived and saw action in WW I. With new armor technology, lighter, thinner armor could be used and the ships could be bigger, faster and have heavier guns. It's at this point that the armored cruiser and battleship began to have similar dimensions. HMS *Good Hope*, Cradock's flagship at Coronel was one of the later versions and was 14,000 tons, just over 500 feet and mounted 9.2 inch guns. Except for the guns, these are all dimensions similar to battleships built around the same time. Her opposite number at Coronel, *Scharnhorst*, was smaller, but newer and better designed.



Good Hope

The first ships to be considered battlecruisers were the *Invincible* class ships shepherded by Fisher through construction in 1907. These ships were another factor in size larger than the armored cruisers. The *Invincibles* were 17,000 tons, 550 feet long and mounted 12 inch guns. As with all of the construction leading up to WW I, each ship

class—battleship, battlecruiser, cruiser or destroyer—got progressively larger.

The flaw in the concept over this period was that the armor didn't keep up with the guns. Ships like the *Good Hope* had a 6 inch belt and 9.2 inch guns. The *Invincible* had a maximum belt of 6 inches with 12 inch guns. *Tiger* was considered one of the best battlecruisers of the war, yet she had a belt that maxed out at 9 inches (but was as thin as 3 inches) and carried 13.5 inch guns.

While the old rule of thumb that you have an inch of armor for an inch of gun you are defending against is a little too simplistic, they were pushing their luck. The widening gap between protection and guns was the storm cloud that everyone, Fisher in particular, refused to see.

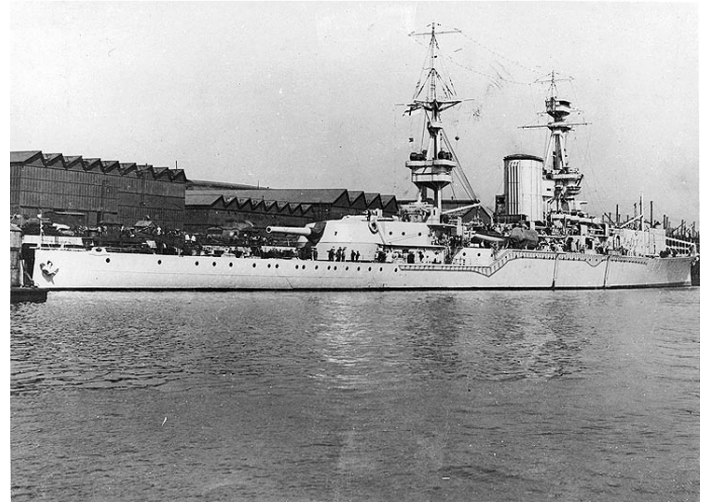
He continued to push the design envelope and overrun anyone that did not share the vision. *Renown* and *Repulse* followed *Tiger* and continued the trend. In a letter to the Admiralty in 1912 he wrote: "There must be sacrifice of armour ... There must be further VERY GREAT INCREASE IN SPEED ... your speed must vastly exceed [that of] your possible enemy!".

The last version he was able to see built probably was beautiful in his eyes, but they were actually worthless mutations.



Courageous

Photo # NH 60606 HMS *Furious* as first completed in 1917, with 18" gun aft and flying-off deck forward



Furious as a hybrid carrier

The *Courageous* class ships were nearly 800 feet long and capable of 32 knots on less than 20,000 tons. They mounted four 15-inch guns in twin turrets (*Furious* had two 18-inch guns in single turrets; virtually impossible to hit anything with that number of shells in a salvo). This so skewed the balance that the belt armor was limited to **THREE INCHES!** Is it any wonder that the ships of this class were nicknamed *Outrageous*, *Spurious* and *Curious*?

Fisher tried to spin the story that these were purpose-built for a Baltic-based invasion of Pomerania. The shallow draft would allow them to act close to shore in support of the troops. Could Fisher have seriously believed that this would be the only time they would be used? Why didn't construction stop when the campaign was scrapped? It can only be that the campaign was merely a smoke screen.

The balance numbers shown below are not from the book as Friedman chose not to include the *Glorious* class. I interpolated the numbers by taking the near contemporary, *Tiger*, and assumed a very similar construction. *Glorious* was 100 feet longer and had 1/3 of the armor. She had the same guns as the *Queen Elizabeth*, only half as many. Hull construction was assumed to be the same as *Tiger* but also adjusted for 100 additional feet of length. After arriving at those numbers, I backed into the allocation for the machinery.

	<u>Tons</u>	<u>Armor</u>	<u>Machinery</u>	<u>Weapons</u>	<u>Other</u>
Glorious	19,180	15%	16%	12%	57%

If you accept my numbers as a reasonable guess at the proportions for the *Courageous* class, you see that the balance has been flipped with only 40% of the weight devoted to the three main elements. Ultimately, these

lightly armored speed demons found a calling as conversions to aircraft carriers.

Fisher seemed unable to see that as the guns and size increased, the battlecruiser would be misused and integrated into the battle line with battleships. His concept of scouting in force was valid, but the genie would not stay in the bottle. This blind spot would become a disaster at Jutland (though not all of it was the fault of the ship).

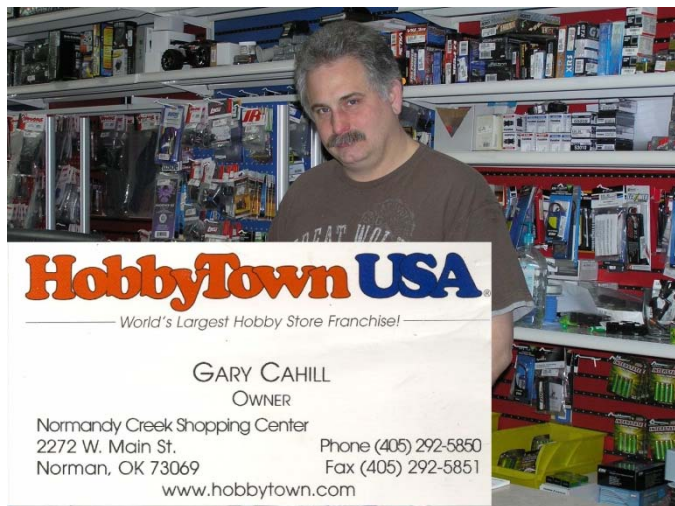
References:

Keith McBride, "After the Dreadnought", *Warship 1992*, Conway
John Roberts, *The Battlecruiser Hood: Anatomy of the Ship*, rev. ed., Conway, 2006
John Roberts, *The Battleship Dreadnought: Anatomy of the Ship*, Conway, 1992
Norman Friedman, *Battleship: Design and Development 1905-1945*, Mayflower, 1978
Wikipedia articles on Protected Cruisers, Armored Cruisers, HMS *Courageous* and HMS *Furious*

Rick Jackson

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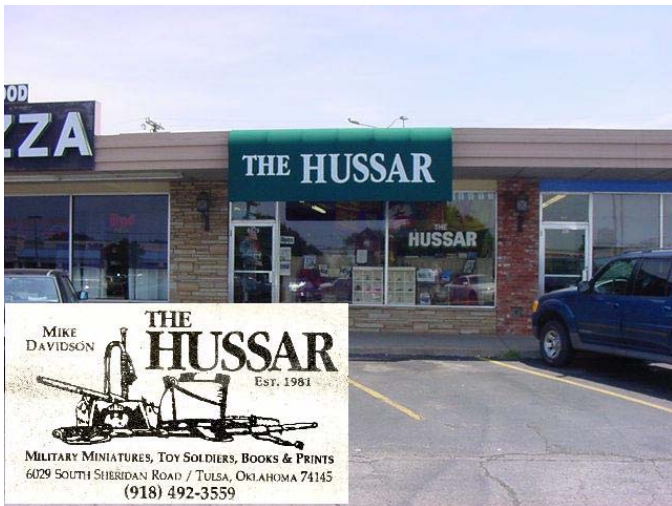
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IPMS/USA NEW MEMBER APPLICATION

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Adult: \$25 Junior (17 years old or younger): \$12 DOB: _____
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 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

OHMS EVENT CALENDAR

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.
- 31 Scalefest—IPMS/NCT— Grapevine Convention Center, 1209 S Main St. [Map](#)
IPMS-North Central Texas, Contact [Michael McMurtrey](#) 972 245-2545

June

- 6-7 Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa
- 6 OHMS Meeting. MOM contest. Open theme
- 9-10 2012 Heartland Model Car Nationals. Overland Park Convention Center, 6000
College Blvd. IPMS KC Slammers Model Car Club Contact [Bill Barker](#) (913)
250-0906

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