



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 44, Issue 3

March, 2014

Coming Events

March 7--OHMS Meeting. MOM contest
March 8-- RiverCon III, Clairon Hotel, 1419 East 70th Street, Shreveport LA, IPMS/Red River Modelers, contact [JACK CRUMBLISS](#) (318)-828-4597
March 8--IPMS MCMA Showdown 24, Dr. Pepper Center, 12700 N Stemmons Frwy, Farmers Branch TX, Metroplex Car Modelers Association, [Len Woodruff](#) 972-979-5722
March 21-- OHMS Meeting. Program Night. Build Night.
March 22—Program by Jack Moses on the start of WW I and the particulars of air combat.
March 29-- IPMS Flying Tigers Great South Tigerfest XXI, St. Jerome K.C. Hall, 3310 Florida Ave., Kenner LA. Contact [Richard Marriott](#) (504) 737-9514
March 29-- IPMS Tulsa Modelers Forum model contest (not to be confused with the non-IPMS figure contest in June), at a new location--Bixby Community Center, 211 N. Cabaniss in Bixby. Contact [David Horn](#) 918-810-1880
April 4-- OHMS Meeting. MOM contest.
April 18-- OHMS Meeting. Program night. Build Night
April 26-- IPMS Houston Modelmania 2014--Stafford Center, 10505 Cash Road, Stafford, TX 77477. Contact [Richard Kern](#) 713-320-3599

Meeting Reports

Business Meeting—February 7

We reviewed the categories at the Regional and selected three choices to send in with our sponsorship.

We have contacted Mr. Jack Moses to return and make another presentation on WW I. Most of you will remember his visit in May of last year. This program will be Saturday, March 22 at 1PM at Hobbytown.

Since this is following the Friday program meeting, that evening will be turned into a build night.

Also, note that the Tulsa Model Contest has changed locations. It is now in Bixby. The easiest way to get there is to take the Creek Turnpike along the south side of Tulsa and turn south on Memorial. At the first major intersection south of the river, (151st St.-- about six miles) turn left for two blocks, then south for two blocks and you should be there.

Model of the Month— February 7



MiG 17

David Kauer



St Charmond

Dave Kimbrell

To Preserve the Past for the Future

*Est. 1967—The tenth oldest chapter in the United States
Region 6 Newsletter of the Year 2011 and 2012*



TIE Fighter

Rick Wongsing



Stug III

Melyssa Smith



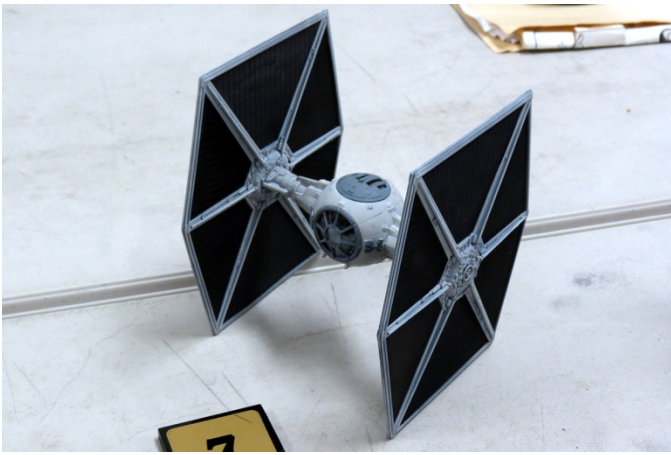
"The Quartermaster"

Dave Kimbrell



Godzilla

Rick Jackson



TIE Fighter

Bryan Senz

And a work in progress (still).



Dave Kauer is this month's winner.

A few thoughts from the Head Chicken...

One Hundred Years



Bodies of Austrian soldiers recently exposed in an Italian glacier

I am sure all of you reading this are aware that 2014 marks the one hundredth anniversary of World War One. All the veterans are now gone. The last few were mostly simple spear holders in the great drama. Those that marched off to patriotic speeches and bad music in 1914,...and survived,... fell to entropy and decay, decades ago.

The Great War has never had the cache in America that it did in Europe. Our casualties were relatively low and we had no property damage. In Europe, they were building memorials virtually up to the start of World War Two. It is sad more Americans don't know more about it...(Are you aware that there were a higher percentage of U.S. draft dodgers then than during Vietnam)for it laid the foundations of many of the geo-political problems we are dealing with to this day. And it was without question a major factor leading to WWII. I think the war was inevitable. If not in 1914, then within a few years. The oddest thing to me is that the national leaders actually thought the world would simply return to the way it was before the war began.

So, I challenge you to read a few books on the First World War, over the next couple years. There are plenty to choose from. There is Tuchman's *The Guns of August*, Keegan's *The First World War*, Robert Massie's *Dreadnought* and *Castles of Steel*, Max Hastings's *Catastrophe 1914*, and Thompson's *The White War*. Then there is Cameron's *Iron Men With Wooden Wings*, Farwell's *The Great War in Africa*, Moorehead's *Gallipoli*, and Sharra's *To The Last Man*. If you really want to go deep, try Lawrence's *Seven Pillars of Wisdom* and *Revolt in the Desert*. Check the reading list in The Dark Side column. **Osprey** has a number of books on campaigns, and weapons. The old **Ballantine** series has a number of WWI titles. I think you will find the whole thing enlightening.

And a minor point of perspective. I was born 36 years after the end of WWI. The movie **Star Wars** came out 37 years ago. My point is that when you start thinking 100 years is a long time, it really, isn't.

Dak

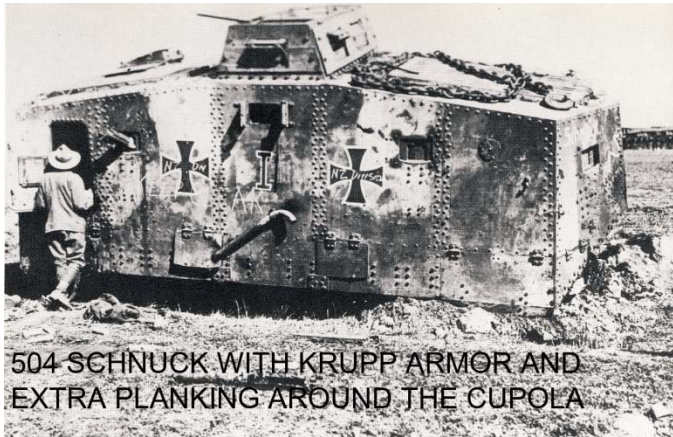
The Dark Side

Come to the Dark Side.....where sometimes you have to burn the bridges to keep the crazies from following you!

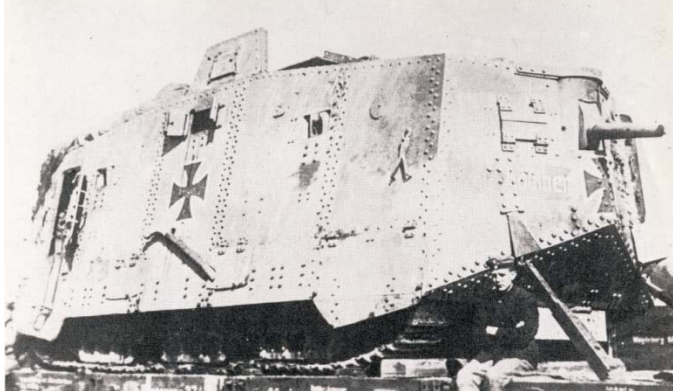
The A7V Part 2

As I wrote in December while I was writing the Dark Side, I started discovering a few little odd points I had not seen commented on in the sources for the tank. There are several books written on the A7V that I have not been able to acquire, so it is possible that these points may be discussed there. Since there were only 20 A7Vs in service, I thought the range of variation interesting.

The first item is actually noted in the books I have already. The armor for the A7V was manufactured by Krupp and Rochling.* The design called for the sides to be made from a single piece. However, the plate made by Krupp had a curve to it and to overcome this, the sides of some vehicles were cut into five sections. These were riveted to additional supports.



543 KONIG WILHIEM WITH THE EARLY KRUPP ARMOR



540 HEILAND SHOWING THE FIVE SECTION KRUPP ARMOR



The next item is this vehicle, 503 (no name). Looking carefully you will see there is no vision port on the starboard front. When I first time I saw this, I thought it had been retouched for some strange reason. Then I thought it had been damaged and repaired, blanking off the port. But look closely at the opening on the port side; these were symmetrical. So it seems if it was removed, there would be an irregular shaped patch. The real key here is that there are two photos of this tank from slightly different angles and you see the same things in both photos. A third picture appears to show two of these tanks. The front one has a false vision slot painted in place of the visor/window.

TANK 503

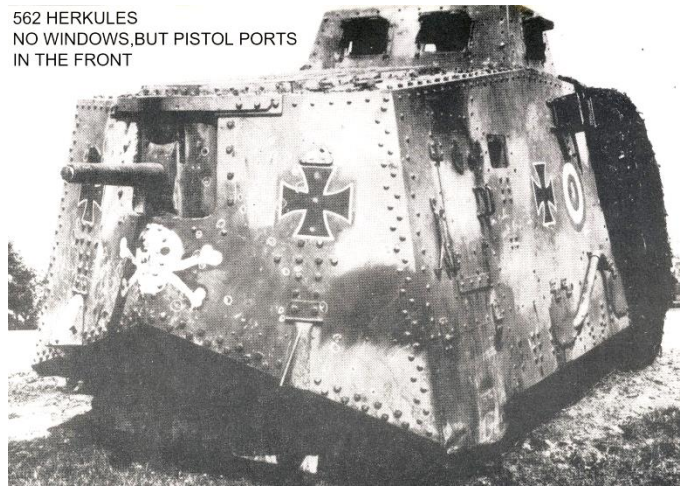
NOTE IT LACKS A VISOR ON THE STARBOARD FRONT



503 FROM A SLIGHTLY
DIFFERENT ANGLE



562 HERKULES
NO WINDOWS, BUT PISTOL PORTS
IN THE FRONT



In this photo, you can see these ports on the second vehicle from the right. It may be the same vehicle.

TWO UNIDENTIFIED A7Vs. BOTH APPEAR TO LACK THE WINDOW ON
THE FRONT STARBOARD SIDE.



A7V LINE UP. SECOND FROM RIGHT HAS
PISTOL PORTS.



Then there is the extra armor. This can be seen on Hagen, Schmuck, and Wotan. Placed around the cupola, it looks like wood planking. I presume it was added to help blunt small arms strikes. These hits could cause spaulding even if they did not penetrate.

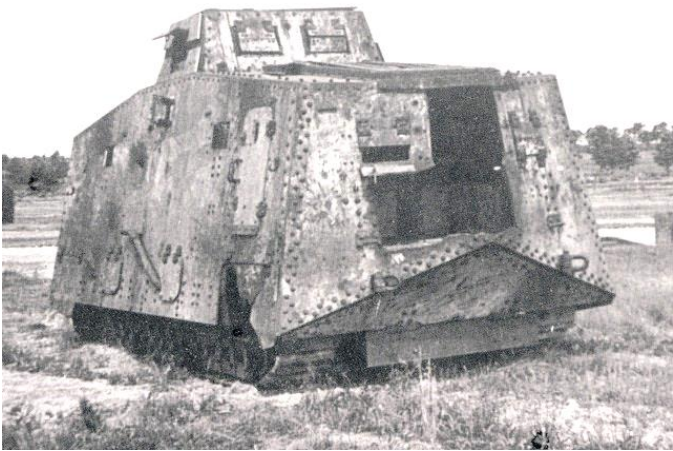
503 WITH THE FRONT REMOVED



Looking at another vehicle, 562 Herkules, I see there are no "windows" on the front of this A7V. It looks like they have been replaced with simple pistol ports.



Although it has not been determine which A7V it was, this is a shot of the one brought to Aberdeen Proving Grounds and later scrapped at the start of WWII. Look carefully, and you can see it, too, has the extra armor on the cupola. I think it is wood but it is possible it is steel.



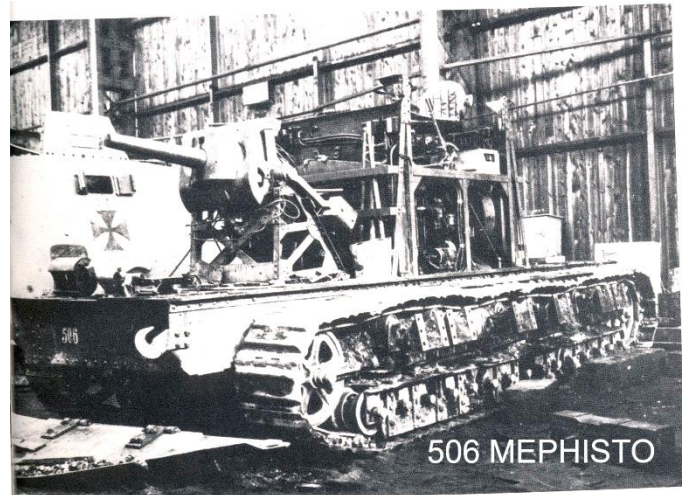
WOTAN 563
NOTE THE EXTRA ARMOR
AROUND THE CUPOLA



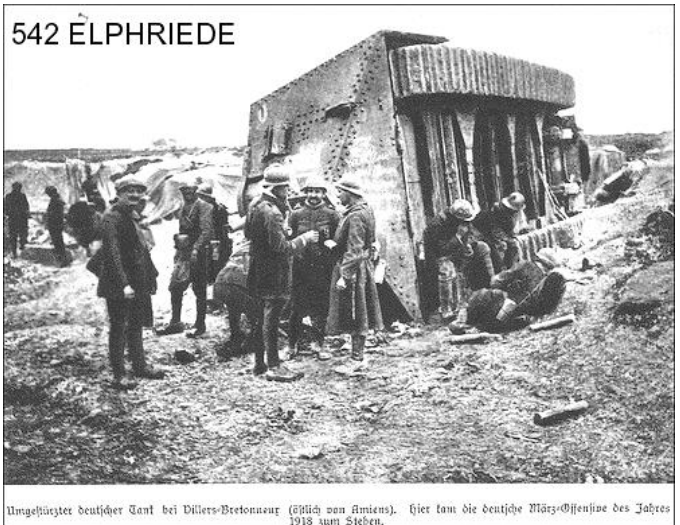
528 HAGEN WITH EXTRA ARMOR ON CUPOLA



Looking at this shot of the chassis for Mephisto, you can see the armored body lifted off for major work. The gun mount had been moved back to allow this procedure.



The girders forming the base of the chassis can be seen in this shot of Elphriede turned on her side.



Post war, all the A7vs were broken up, or taken by the Allies. However, some enterprising guys put together an armored vehicle on the chassis of one of the cargo carriers.* It had a machine gun in each corner and two

doors on each side. There were two small cupolas for the driver and commander. It worked well suppressing the unruly crowds out of work and demanding food.



Kits

As noted in the December issue, the kits are few and far between. I am truly surprised that there has not been any update kits for the Tauro issue or even a conversion kit for the HEIDI vehicle. As far as I know, there is not even a photo-etch set from **Eduard**, **Aber**, **LionRoar**, or **Griffon**. These guys really need to get on it.

Additional reading:

Osprey Books

World War I Gas Warfare Tactics and Equipment by Simon Jones, Osprey Elite 150

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

GAS by Ian V. Hogg, Ballantine's Weapons 43

***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, by Charles Messenger, 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

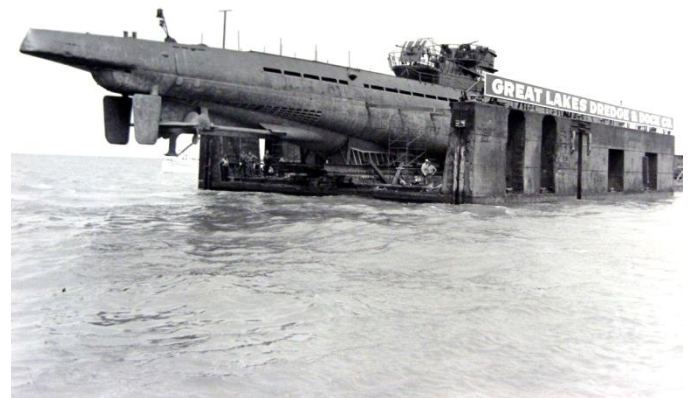
German Artillery of World War One, by Herbert Jager

Catastrophe: 1914 by Max Hastings

General Knowledge and Private Information

So, let's say you just bought the new **Revell A/G 1/72** scale Type IX U-boat. Now, you are in need of an idea to make the model jump out of the wolf pack at the contest. Well, here you go, the U-505 in floating dry dock on its way to the museum in Chicago. *U-505 markings are in the kit.* And the U-534, sunk at the end of WWII, raised in 1993 and seen here ashore in Birkhead England. Note what I presume is battle damage in the stern area. This was caused by depth charges dropped by a Liberator.

U-505 HEADING FOR CHICAGO





The Gamer's Gambit



This time, my friends, I have decided to write up the origin of yet another model kit manufacturer--one a bit more modern. You all probably have heard of Dragon Models Limited. Now you get to learn the story of how they all began! What fun, no?



This lovely company is based in Hong Kong and was founded in 1987. They have company shares and distribution agreements with Revell/Monogram, Revell Germany, Italeri in Europe, and Hasegawa and GSI in Japan.



When Dragon was first established, it did so as a sister company to Universal Models Limited (Including the Bronco label) in order to manufacture plastic kits according to its own designs so that UML would be less reliant on imported products. For a decade, Dragon only focused on the model kits for military vehicles. Later, it began to share distribution with model companies of other countries so that their products would be exported worldwide. Yay, globalization! Since founding, it has released more than 1,000 items.



In 1997, Dragon diversified further, putting its grubby little fingers into many different model fields such as its 1/400 airliner models called Dragon Wings, which consequently is now one of its most important series. In 1999 Dragon introduced its styrene, 1:6 scale New Generation Life Action Figure series. Wow, now that is a mouthful! The series currently has more than 600 releases. Hmm, well then.



They decided to jump on the financial bandwagon their Dragon Wings produced and further capitalize on its success with the introduction of Warbirds in 2002. This is a series of 1/72 scale diecast fighter aircraft. This little gem of a series included both WW2 and modern day

planes. In 2003, they began manufacturing 1/72 diecast tank models to go along with their Warbirds. Well, that was nice of them. They named this Dragon Armor. (What a brilliant nomenclature. Sheesh!)



Dragon has distinguished itself from other military model makers in that they often have the most number of parts which certainly does cater more toward experienced modelers. So, beginners, this might be a bit much for you. They do, however, try to appeal to more casual hobbyists through the current release of Smart Kits.



All in all, Dragon makes a fantastic group of products and, while they name their series like a bad sitcom, they do know their stuff when it comes to producing good kits. If you want a star for your diorama or stand alone, you might want to consider one of these lovelies.

Ta for now.

Melyssa Smith



BATHTUB ADMIRALS

The Yarmouth and Scarborough Raids—November and December 1914

In an earlier article, I mentioned how the wireless had become an important part of fighting the war. Communication speed allowed a more centralized command and control function. All wasn't totally rosy, as there was a tendency to over-control the board, especially on the part of the British.

The wireless also made it possible for your opponent to read your mail. Again, the British were leaders in this area, forming a group known as Room 40 dedicated to intercepting and decoding German orders for the High Seas Fleet. This group was one of the most secret advantages the British had during the war.

The British had at their disposal two code books that had been taken in the early days of the war. One came from a merchant ship and the other—with more critical military codes—from a German cruiser in the Baltic. The Germans didn't believe this loss was serious and continued to issue commands via radio. It was Room 40 that provided insight into the German plans for the future clashes at Dogger Bank and Jutland. These were the successes.

New technology and techniques always advance through fits and starts. Room 40's effectiveness didn't start with the suddenness of flipping a switch. It built up over time as a decoded message was vetted by what actually happened. The newness of decoding meant that what Room 40 uncovered was sometimes received with a lack of enthusiasm, or at least over-caution. The Yarmouth raid occurred during this period.

Yarmouth

The Germans were frustrated by the British naval tactics. Germany had a numerical disadvantage. They viewed the only way to take on the British was to draw out the ships into traps, minefields or in small enough groups to have an opportunity to overwhelm them. Once things were equalized, then they could consider slugging it out. The raid on Yarmouth was intended to bloody the British nose and force them to disperse some of the ships anchored as Scapa Flow over the length of the coast for local protection. These smaller commands could then be engaged with some success.

On November 3, a German force consisting of battlecruisers *Seydlitz*, *Von der Tann* and *Moltke*, the armored cruiser *Blucher* and several cruisers appeared off Yarmouth. Their mission was two-fold. The cruisers were to lay a minefield off the coast. The larger ships were to bombard the town of Yarmouth. The largest ship the British had in the area was a destroyer.

Despite the lack of opposition, the raid was rather ineffective. Most of the shells landed on the beach instead of hitting anything important in the town. Only a portion of the mines were laid. Worse, upon reaching home, the cruiser *Yorck* strayed into a minefield just off the Jade and was sunk. Hipper was awarded the Iron Cross for leading the raid, but he refused to wear it because so little was accomplished.

The British response was limited, in part, because they couldn't understand why this force would be dispatched simply to lob shells at a small coastal town. It had to be some kind of trap designed to draw out a response. This is also the same period of the changeover from Lord Battenberg to Fisher at the Admiralty, so the command structure was in disarray. Much as it had an impact on the events at Coronel, it also delayed action in response to the raid.

Scarborough

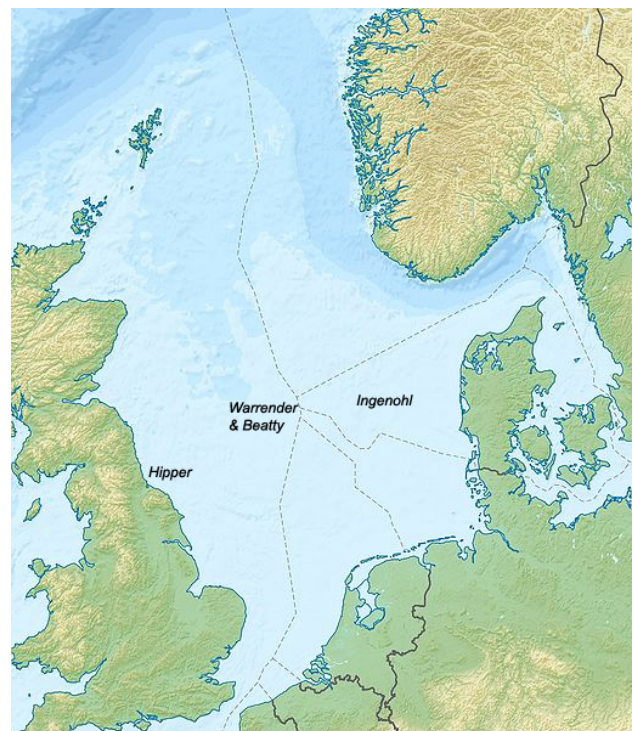
A month later, the Germans repeated the process. Scarborough, Hartlepool and Whitby were the targets. By this time, a third code book had fallen into British hands. An extra month of experience meant that they had a pretty good feel that this raid on December 16th was coming. Remember that this is just after a little skirmish in the South Atlantic at the Falklands. It is significant since three battlecruisers normally part of the Grand Fleet Battlecruiser Squadron at Rosyth under Beatty had been sent there.

The German raiding force was virtually identical to the Yarmouth raid. Added to the group was the battlecruiser *Derfflinger*. A larger contingent of cruisers and destroyers was also sent, but only the cruiser *Kolberg* with a load of mines made the crossing as weather forced the rest to return to port. This time, the rest of the High Seas Fleet was also at sea. Admiral Ingenohl was still restricted by the Kaiser from initiating a fleet engagement, but in placing his ships at the eastern edge of Dogger Bank, they could provide distant support to Hipper on the return trip.

The British response was also greater. 6 battleships, 4 battlecruisers, 4 armored cruisers, 4 light cruisers and 7 destroyers were dispatched. Those traveling from Scapa Flow were commanded by Admiral Warrender. Admiral Beatty led his battlecruisers force from Roysth. They were not intended to intercept the Germans before the raid, however, but to lie in wait on the return trip near the western edge of Dogger Bank. Interestingly, they were willing to risk whatever damage occurred at the towns in order to spring the trap.

They were actually walking into a trap themselves.

For all the improved successes of Room 40, they had, significantly, failed to learn the battleships of the High Seas Fleet had also sailed from the Jade. The Germans wanted to catch any attempt to intercept Hipper and crush it.





Note: Hartlepool is actually just off the top edge of the map.

The location of the towns required Hipper to divide his forces. Hipper lead *Seydliz*, *Moltke* and *Blucher* assigned to Hartlepool. *Derfflinger*, *Von der Tann* and *Kolberg* headed for Scarborough.

Both forces arrived at their targets around 8 AM.



The Grand Hotel at Scarborough



Scarborough Castle

Scarborough wasn't a military target. Even at this time of year, it was fulfilling its main activity of being the largest resort on the Yorkshire coast. Once again, the whole purpose of attacking there was to create an uproar amongst the country and the call for a dispersal of ships to protect the coastline. The Grand Hotel, Scarborough Castle and numerous churches and buildings were hit. Casualties numbered 17 dead and 99 wounded.

As the Scarborough group moved northward to rendezvous with the others, they shelled Whitby. There was a coast guard station there and that was the intended target, but misses hit the 7th century ruins of Whitby Abbey. The results here were two dead and two wounded.



Whitby Abbey

Hartlepool, at 90,000, was the only city that could be considered a legitimate military target. There were shipbuilding facilities and docks. It was also the only one of the three that had any kind of defense with three 6-inch coastal guns, just over 160 soldiers and a few obsolete cruisers and destroyers operating from the harbor.

Hartlepool put up a fight with the coastal guns scoring some hits on both *Seydliz* and *Blucher*. It also took the brunt of the casualties with 86 dead and 424 wounded. Virtually every ship stationed there was sunk or damaged.



The German goal of getting the fleet dispersed failed. While a few papers and politicians questioned their performance, most of the anger was directed at Germany for attacking civilians.

The Withdrawal

As Hipper's ships regrouped, he signaled to see where Ingenohl was positioned. The paint on bridge was blistered when he found that they were already headed back to Germany. Ingenohl's nerve finally cracked with the majority of the High Seas Fleet exposed in violation of the Kaiser's wishes.

Before this happened, Beatty's cruisers encountered the forward screen of the High Seas Fleet. As they moved to investigate, a comedy of errors ensued. Goodenough was in command of the cruisers aboard *Nottingham* and he found that one cruiser became two, then three, then four. Beatty signaled a query as to what was going on way over there. Goodenough did not indicate the number of cruisers he was seeing, which would have indicated he had encountered a battle group and not an individual scout. Beatty then issued a signal for *Nottingham* to return to position.

The signal crafted wasn't specific, and the wording caused all of the cruisers, including *Nottingham*, to pull

back. When Beatty discovered the extent of what was out there, he was livid. How could anyone withdraw from an active contact? Goodenough was ordered to re-engage, but contact was already lost. Many have speculated what would have happened had Beatty (and Warrender) moved to engage the Germans, only to find it wasn't Hipper's outnumbered group but a group that outnumbered him by nearly three to one.

After the encounter, there was a lot of damage control on the part of the British. On the one hand, Churchill tried to paint the near disaster as no big deal. His contention was that Beatty had superior speed and would have simply pulled back from the encounter.

Would that have really happened? After returning to port, Beatty lit into Goodenough again, trying to pin the 'failure' to win the battle on him. He couldn't accept how any commander would break off contact with the enemy even after receiving an order to move away. He should be aggressive and beg forgiveness later. Beatty wanted Goodenough sacked for this lack of salt.

With this attitude, can we really expect Beatty to break off an engagement no matter the apparent odds? When the real situation became apparent, it may have been too late, especially if Hipper had managed to appear on his flank.

Fisher, too, wanted someone sacked and he wanted it RIGHT NOW! Everyone involved was incompetent and must be dealt with harshly (except Beatty, of course, who was the only one showing any aggressiveness).

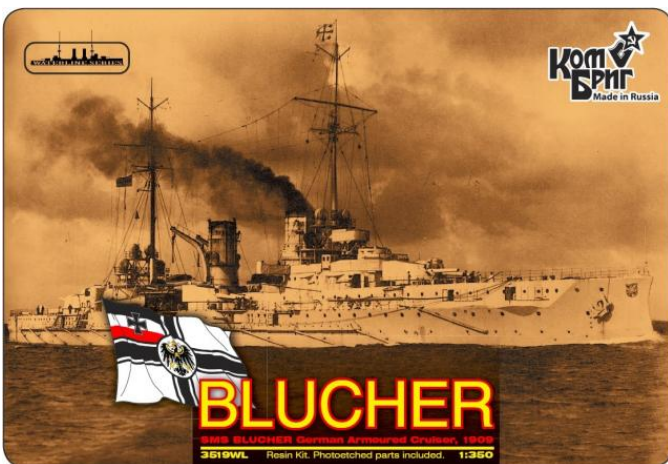
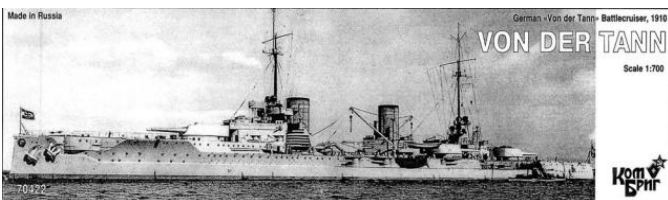
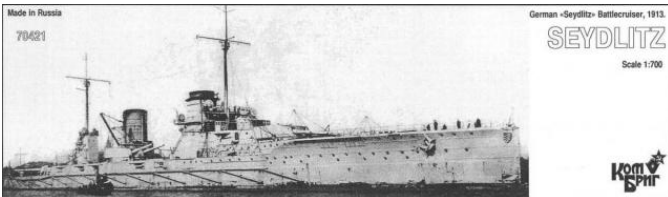
By mere minutes and a bungled command, the Germans lost their golden opportunity. The ships the British had at risk were almost exactly the numerical margin they held in the North Sea. Had they sunk or damage a significant portion of the group, the balance of power would have changed. After the near-miss Tirpitz bemoaned that "Ingenohl had the fate of Germany in the palm of his hand. I boil with inward emotion when I think of it."

Kits

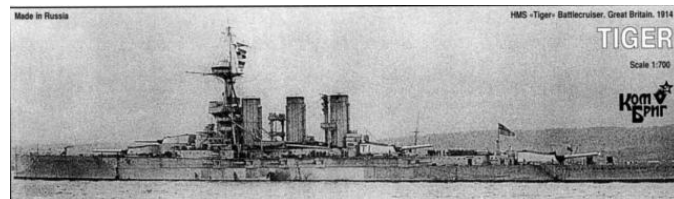
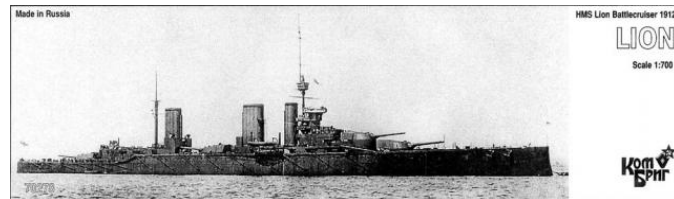
This is the first opportunity we've had to look at the capital ships stationed in the North Sea.

Hipper's squadron is covered rather well. We have already mentioned *Moltke* was the sister of *Goben* and what kits could be used to build that class.

The other battlecruisers were all from the *Derfflinger* class. Kits here come from Combrig (resin):



and a new, plastic release from Flyhawk:



Each of these ships was, essentially, a single ship class.

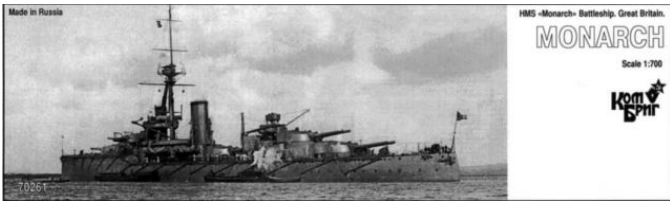


New Zealand was one of the three ships of the *Indefatigable* class.

Warrender's group consisted of some of the earliest dreadnaughts in the British Navy. Three of his ships (*Orion*, *Monarch* and *Conqueror*) were of the *Orion* class. *Orion* was the first class that followed launching of *Dreadnaught*.



Others in his group (*King George V*, *Ajax* and *Centurion*) were from the *King George V* class which immediately followed the *Orions*.



All mounted 13.5 in. guns and ran around 23,000 tons. They were decent ships, but would have been too few in this instance.

So far, I have been unable to find any releases of the cruisers or destroyers involved in the action for the British. For the most part, the German cruisers and destroyers operating with the High Seas Fleet are unnamed, but one can assume that it would have been everything they had. Still, there are few kits available from even those manufacturers that specialize in WW I ships.

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



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

MILDRED & EDGAR SEAY, SR
Founders

108 SO. LEE STREET
IRVING TEXAS 75060

EDGAR SEAY JR
972-438-9233

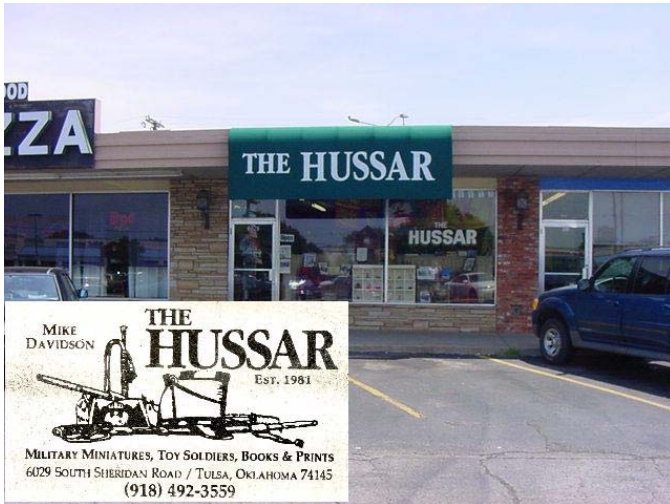
CRM HOBBIES
OUT OF PRODUCTION MODELS-FULL AFTER MARKET

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

CHRIS MERSEAL
OWNER

CRM@INLINK.COM

CRMHOBBIES.COM



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

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

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

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

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

OHMS EVENT CALENDAR

2014

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.
- 22 Program by Jack Moses on the start of WW I and the particulars of air combat.
- 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
- 20 OHMS Meeting. Program Night.
- 21 IPMS Metro OKC will host Soonercon at Crossings Community Center
2208 W. Hefner Road. Contact [Greg Rose](#) 405-590-7130

July

- 4 OHMS Meeting. MOM contest.
- 18 OHMS Meeting.--Program night. .Build Night.

August

- 1 OHMS Meeting. MOM contest.
- 2 HAMS 8th Annual Model Car Show and Contest. Cypress Creek Christian Community Center Annex Building Gym, 6823 Cypresswood Drive, Spring TX. IPMS Houston Automotive Modelers Society (HAMS)

To Preserve the Past for the Future
Est. 1967—The tenth oldest chapter in the United States
Region 6 Newsletter of the Year 2011 and 2012