



# O.H.M.S.

## Oklahoma Historical Modelers' Society

### NEWSLETTER



Volume 44, Issue 4

April, 2014

#### Coming Events

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  
May 2-- OHMS Meeting. MOM contest.  
May 14--Region 6 Convention & Contest-- Marriott  
Hotel & Event Center 9100 Corporate Hills Drive,  
Wichita KS, IPMS/Air Capital Modelers. Contact [Mark  
Vittorini](#) 757-440-6846  
May 16-- OHMS Meeting. Program Night.  
May 31--Scalefest—IPMS/NCT— Grapevine  
Convention Center, 1209 S Main St. IPMS-North  
Central Texas, Contact [Michael McMurtrey](#) 972 245-  
2545

#### Meeting Reports

##### **Business Meeting—March 7**

The club approved renewal of the website fees for the next two years. We also had discussions on how to improve the updating and maintenance.

Upcoming changes to the programming schedule were announced. Specifically, we announced that Mr. Jack Moses will return for a program Saturday, March 22. The night before will be changed to a build night.

Contests for the next few months were discussed.

#### **Model of the Month— March 7**



*Stug III C*

*Melyssa Smith*



*FT-17*

*Butch Maurey*



*Ju-88*

*Ben Carlson*



*Karate Kid*

*Rick Jackson*



*Russian Tanker*

*Dave Kimbrell*



*Kfir C7*

*Mike Fetter*

## Program Night—March 21



We had a build night for the second meeting. The participation was about normal. I think we will see some of these next month for the Model of the Month.



*T-35/85*

*Ben Carlson*

And two works in progress

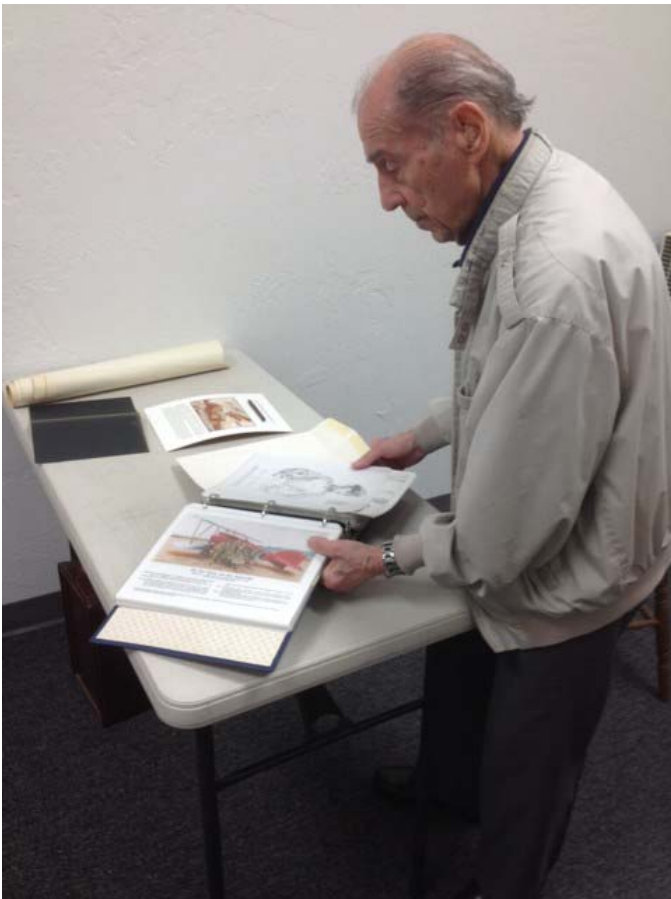


STILL!

Melyssa Smith made quick work of obtaining here first MOM this month.

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

### Touching History



Our little Saturday event with Jack Moses went well. I thought he was going to do slides, but it turned out he brought some of his memorabilia, medal collections, and other odds and ends. The neatest item was a piece of fabric from the Salmson 2A2 flown by William P. Erwin. He is one of the Aces born in Oklahoma and, by happenstance, is one of the markings offered in the WingNut Wings 1/32 kit. This is one of the things you get being in a club--A chance to interact with people having the same interests and the ability to connect with real history.

Seeing that little chunk of fabric, reminds me of the first time I climbed on the Elephant at Aberdeen Proving Ground. It was gray, dead winter day. As I started climbing on it, the fact that this vehicle had *actually been in the Battle of Kursk*, fought in numerous Eastern Front battles, and was at Anzio, really sank in. This was not just the type of vehicle. This WAS one of the schwere panzer jagers. One of the most deadly machines of its day and here I was climbing on it.....on a very cold gray winter day, just like so many in WWII Russia.

Listening to Jack talk.....whether about WWI, or about his own experiences in WWII, brings it all alive. I know a lot about the aircraft and other equipment, but he has spoken



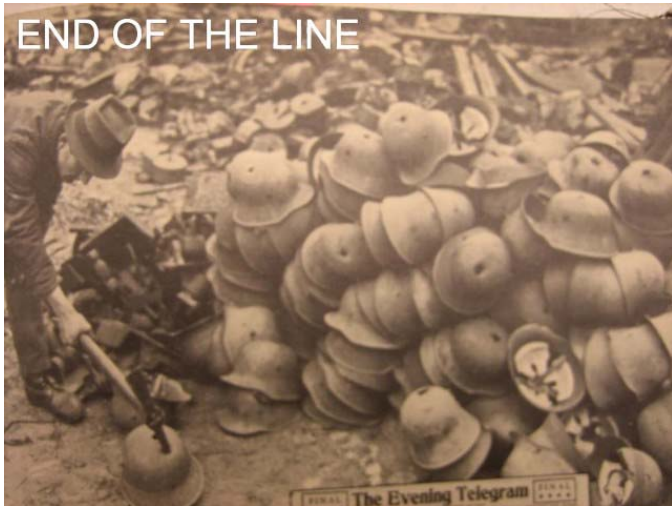
to some of the people we read about. And, like that little piece of Salmson fabric, reaches back to connect us to another time and place.

Dak

## The Dark Side

**Come to the Dark Side.....**It is better to light one candle than trip over the sleeping dog in the dark!

### HELMETS



As a piece of military hardware, the helmet is nothing new; they have been around thousands of years. However, sometime in the 17th and 18th century, they went out of fashion.....sort of. I think the reason for this was cost. Armies began to grow larger and fitting out all those troops costs. And metal helmets, be bronze, brass, or steel are not cheap or easy to make. By sort of, I mean that helmets of various types continued to be all the way up to WWI. However, these were mostly leather, cork, fabric, and wood construction and quite often designed to be visible on the battlefield.

The first few months of WWI were devastating for all the major combatants. \*\*The big reason was the combination of the quick firing gun and the shrapnel shell. People often make the mistake of referring to any fragmentation from an explosive as shrapnel, but it isn't. Shrapnel gets its name from Henry Schrapnel, a British officer who developed it in the early 19th century. It was designed to explode like a shot gun shell on the downward arc of the round's flight, spraying the enemy troops from above. When cannon were slow muzzle loading pieces, this was not unacceptable. But

the quick firing guns like the French 1897 75mm put large quantities of shrapnel shells on target at a rate never seen before. Then everyone went onto the trenches and the most common body part exposed was the soldier's head. More casualties. So, the generals decided, something, *SOMETHING*, must be done.

The French were the first to provide a fix for the problem. In 1915, they introduced the Adrian steel helmet.



A distinctive design, it would soldier on through WWII. The British developed the Brodie helmet; more commonly known as the "doughboy" in the U.S.A. The Germans created the stahlhelm.

The French ADRIAN was made of mild steel and was fairly effective against shrapnel, but not as good against bullets. I suspect the crest on the top was an addition to help "thicken" the top.





Ardian with face guard for sentries

The main problem in manufacturing was pressing the metal deep enough AND keeping it thick enough. This is one of the reasons the British Brodie was as shallow. Of course, the French model would soldier on up through WWII and be used by a dozen nations.



Serbian version of the Adrian

Some American units in WWI France used it, also. Winston Churchill wore one. (The WWII version would be made out of stronger steel.)

The British BRODIE.....patented by John Brodie.... was also made of mild steel.



original British helmet called the Turtle

It was based on a medieval infantry kettle hat or chapel-de-fer. The wide brim helped provide a bit more protection for the upper body. Initially, there were not enough to go around and they were listed as trench stores to be kept in the forward areas. The A model of mild steel was superseded by the B model in just a few weeks. The B was made for steel with a manganese content and offered much more protection. It could stop a .45 cal bullet. The design continued to evolve throughout the war.



The final British "Brodie" helmet



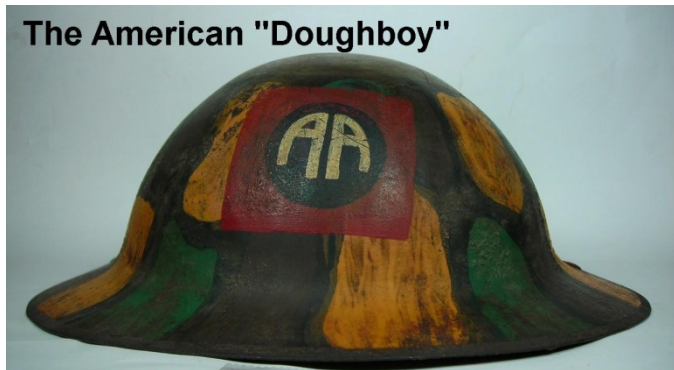
It was made of martensitic silicon/nickel based on the shape of a 15th century SALLET and made in sizes 60 to 70.



intermediate German design



final German Helmet



The American "Doughboy"

The German STAHLHELM was developed by Dr. Friedrich Schwerd of the Technical Institute of Hanover based on his study of combat head wounds.



original German design

GERMAN WITH THE CAMO



The Germans had the technology to make it deeper, yet keeping the thickness uniform. The two Frankenstein like studs on the forward sides were actually vents. They were also designed to mount an extra steel plate.....the Stimpanzer.



Shield for Machine Gunners

This was a very heavy plate used by snipers, trench raiders, and I suspect machine gunners. While the vents worked, they also let on cold air in the winter and the longer sides made it difficult for soldiers to hear. First issued in the Verdun campaign of 1916\*\*, ultimately, it would evolve into the version we all know and love, the shape even being adapted for the modern American military.

The Germans also started the war with the PICKLEHAUB. This was first designed in 1842 and may have been a copy of a similar Russian design. A number of other European countries had similar helmets. It was made of boiled leather and came with a variety of spikes and top points. Not all were spikes.

A PICKLEHAUB



ANOTHER VARIANT





ANOTHER  
PICKLEHAUB



It simply was not up to the standards need on a modern battlefield. It offered virtually no protection from shrapnel, as the Germans found to their sorrow. A number of countries use similar helmets for ceremonial events, even today.

As I said, the helmet was nothing new to warfare, but following WWI, the steel helmet became as much a part of the soldier's equipment as a bayonet and rifle. There were some designs that didn't catch on.



**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**

**\*\* VERDUN by John Mosier**

## General Knowledge and Private Information

### HARD HATS



The industrial hard hat came about as a need for shipwrights to protect themselves. Originally, it was made of leather, or fabric coated with tar. Franz Kafka may have even had a hand in it. But the first industrial project to require them was the Hoover Dam in 1931. Now days they come in all shapes....you can even get one in the shape of a cowboy hat.



Dave Kimbrell



## The Gamer's Gambit

Greetings friends, I know it says Gamer in the heading and mostly I have been writing about kit companies. Well what can I say. While I started a gamer, I have grown to love the kits and more recently dioramas (thanks Dave :P) that makes this hobby so rich and full of possibilities and wonder and magic and magical wonderfulness. Saying that, I would like to explore the idea of what you can do with dioramas.

The world of dioramas is limited only by your imagination, budget, and probably physics. However it can really and truly be anything at all that inspires you: starship bridges, decks of a submarine in battle, a full scale war between two tribes of cave men, or a battle between two (or more) ships at sea.

So this time around, let's talk about how you go about making these wonders of 3D art. Most of us already know about the complexity of kits, the variation of quality. This also applies to figures and of course dioramas. First, don't just start dumping a load of stuff on your model and call it good. This takes time, planning, and imagination that can

actually and realistically be converted into reality where gravity actually works.

Let's build a pretend diorama, a small one because I don't want to have poor Rick have to find room for a novel. So a small one, how about a little plane? So we have our plane, and it is all built and pretty and shiny and just crying out to be next to a pilot as he is distracted climbing into it. A look of mild surprise as his expression, maybe it is windy and a few leaves are stuck to his jacket, or perhaps one smacks him in the face. Either way you have ideas! Congratulations you have the next step of the process.

Now those ideas of yours, lets categorize them and figure out which ones are actually doable and which ones are not. This can be because they are too elaborate, or you don't have the money, or it sounds good till you have to actually do it and have no idea how and don't want to bother with trying to figure it out. Whatever the case may be, follow the KISS principle to start. Remember too, if it is too busy it will look stupid, just saying.

Next, get your kit together. This doesn't mean the model kit, you should have done that already. Instead, get the bits that will make the scene, after research, research, research on how to do what you want, what works best for what you want, and found who sells the bits. Once you have the stuff you need; which should include foliage stuff, grass stuff, rock stuff, shrub or tree stuff, water stuff, base, or any number of other things that will bring the scene to life. Once you have all of that, your plan of action, and the time, then you really build.

You want to start from the bottom up, of course if your scene involves buildings and the like you will want to build those first, if it involves trees or people, paint and put them together before beginning--you know, common sense stuffs. If you use water, build the under base first, I use plaster of Paris over foamboard in a wooden base, then paint, then pour. After that you make the dirt, I use colored grout, if you want things buried like the base of trees or a rock, do those first of course, then grass, then the rest. If you have boats in water, you want to make the space for the hull in the underbase or you want to cut the hull off, either or. Of course you could be using a flat wooden base and your ship might be in choppy seas, there is an app for that (okay bad joke) but there are techniques everywhere for whatever you want to do, just do that research, research, research. Of course if you ever get stuck then do what I do....ask Dave. ;P

I hope this was a fun read! Ta.

Melyssa Smith



## BATHTUB ADMIRALS

The Battle of Dogger Bank—January 1915



Dogger Bank is a shallower area in the middle of the North Sea that is a prominent fishing area. In January 1915, it also lends its name to a battle between the two battlecruiser fleets of Great Britain and Germany.

Dogger Bank is significant in that it is the first true referendum on the battlecruiser philosophy of the two countries. Fisher's philosophy of having the superior vessel was tested at the Falklands and he was vindicated. In other battles, the two classes continued to miss coming to blows. Here, it was a head to head contest with each ship and the one built in response meeting on an even playing field. We have Fisher and the 'bigger is always better' concept versus Tirpitz's 'live to fight another day' concept of survivability as the primary goal of the ship.

The High Seas Fleet continued to feel that they could force the British into redistributing the fleet by raiding the coast. The raids on Yarmouth and Scarborough hadn't gotten the results, but they also hadn't cost the Germans materially. Even though they felt something was up, the Germans refused to believe that their codes had been compromised. The current theory was that the fishing fleet working the Dogger Bank grounds was also acting as scouts for the Grand Fleet and a little intervention was in order.

In January, Germany went to the well once too often and history repeated itself. Room 40 learned of the plans and dispatched the info to the Admiralty. Hipper returned with his same cast of characters. The battlecruiser squadron consisted of *Seydlitz*, *Moltke* and *Derfflinger* along with *Blucher*. Only *Von der Tann* was missing. Accompanying them were cruisers *Kolberg*, *Stralsund*, *Rostock* and *Graudenz*.

*Blucher* really had no business being in the German squadron. As an armored cruiser launched in 1909, she was slower, under armed and armored when asked to operate in a scouting formation. She was a lot like the little brother your parents make you take along when you go out.

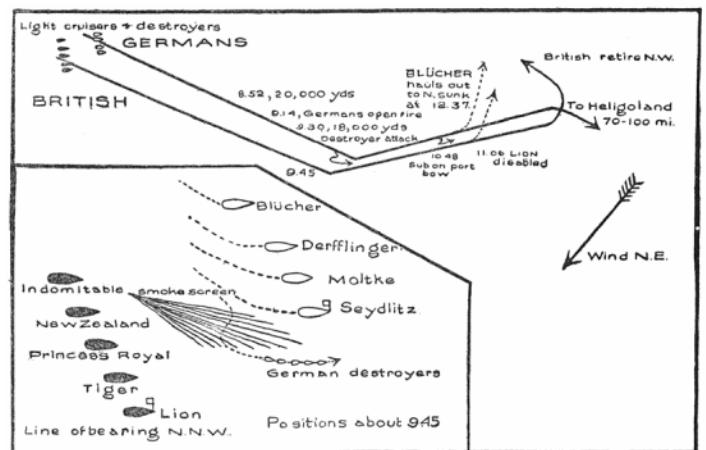
### The Battle

Beatty managed to surprise Hipper in the early morning long before the Germans expected to see any warships. Once he counted noses, Hipper immediately turned back for home. He was in deep trouble though, since Beatty had everything in his favor. Ship for ship, the British battlecruisers were larger, faster and better armed than the Germans. Beatty also had numbers with one more ship at his disposal and none were armored cruisers. He even had the weather vane with the wind blowing his smoke away but interfering with the German fire control.



*Hipper's battlecruisers head out to sea*

Many of those factors played out over the course of the day. Upon first contact, Hipper turned away from Beatty's ships at 0735. To a great extent, this was due to the general order from the Kaiser to not put the ships in undue risk. Beatty had more ships at 5 to 4, making the odds unfavorable. Beatty also had, in general, better speed, so a chase scenario like the Falklands ensued. Beatty also had the superior range and for a while could fire without the risk of return fire. Because the weather was unusually good for the time of year, *Lion* was able to open fire at 0852 at around 20,000 yards.



Beatty's plan was for each of his ships to engage, in order, the ships in Hipper's line. Thus, each of his ships would have superiority in firepower and speed over the German ship it was attacking. His two slowest battlecruisers, *Indomitable* and *New Zealand*, were gradually outpaced but that was OK as they were to engage *Blucher* which was also being left behind because she was so much slower than the German battlecruisers.

As the saying goes, no plan of battle survives first contact with the enemy.

*Tiger* was a brand new ship and had not received sufficient time to work up. Her captain, H. B. Pelly, chose to focus her fire on *Seydlitz* along with *Lion*. Her poor fire control and inability to properly distinguish between her and *Lion's* shell splashes meant that she was contributing

nothing to the battle. Worse, by leaving *Moltke* unengaged (a cardinal sin in combat), her return fire on *Lion* was especially effective in combination with that of *Seydlitz*.

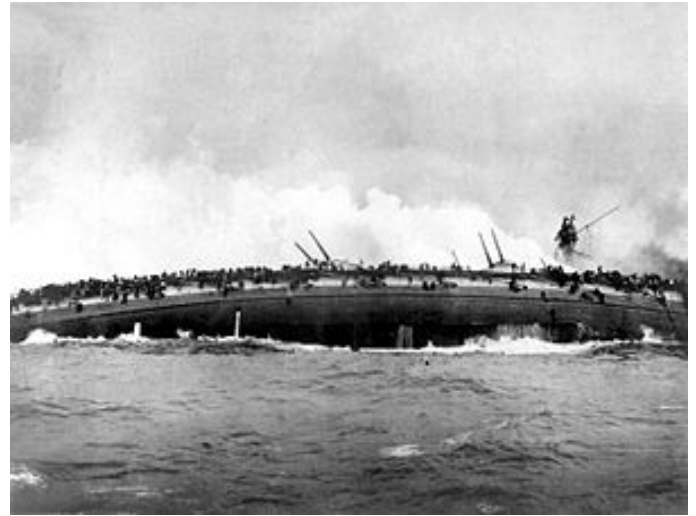
At 0943, *Seydlitz* took a devastating hit in the aft magazines and came within a hair of blowing up. Flooding the magazine prevented the disaster, but both aft turrets were knocked out. This was the only significant damage to the German battlecruisers.

The German plan of battle isn't as well known, but apparently there wasn't the one-against-one structure like Beatty tried to implement. *Lion* received attention from all of the German battlecruisers, accumulating 16 11 and 12 in. hits. At 1018, *Derfflinger* replicated the hit on *Seydlitz* on a forward turret, nearly causing a magazine explosion.

This accumulated damage forced *Lion* to drop out of formation. In spite of this, Beatty still tried to exercise overall command of the battle. At one point, he believed there was a submarine periscope and the entire squadron executed a turn to port and away from the main portion of the battle (never mind that, with depths in Dogger Bank from 49 to 118 feet, a sub at periscope depth would nearly be scraping bottom). *Lion* had no power for signal lamps, so the commands to "Course NE" and "Engage the enemy rear" had to be issued via signal flags. This meant the orders flowed through his flag officer, Ralph Seymour. It had gotten him in trouble the month before and it did again.

Both commands were run up simultaneously. Once *Blucher* received telling damage at 1030, she fell even further behind the other German ships. She was now the rear ship in the formation and lay northeast of the British ships. Beatty's second in command on *New Zealand* interpreted the orders as a focus on *Blucher* only.

Beatty tried to correct the error by issuing the obtuse command "Engage the enemy more closely" which was the order issued by Nelson at Trafalgar. Since that wasn't in the code book, Seymour selected the closest thing he could find, "Keep nearer to the enemy". The delay in coming up with a command meant the distance between *Lion* and the rest of the squadron was too great for the message to be seen. Like the Hollywood version of an Indian attack on a wagon train, the battlecruisers began to circle *Blucher* and pound away. The image of *Blucher* sinking became one of the most famous photos from WW I.



Both of the heavily damaged ships from the battle were salvaged. *Seydlitz* was able to sail under her own power into Wilhelmshaven, although it was much later than the rest of the squadron.

*Lion's* return was more ignominious. Unable to repair here engines, she was towed stern-first by *Indomitable* back to Rosyth. The return took several days. The fear of submarine attack on both ships caused the British to form a fifty ship screen to protect them.

### Lessons Learned (or not)

Dogger Bank may have been the most significant battle of the war for its immediate impact and what it meant going forward.

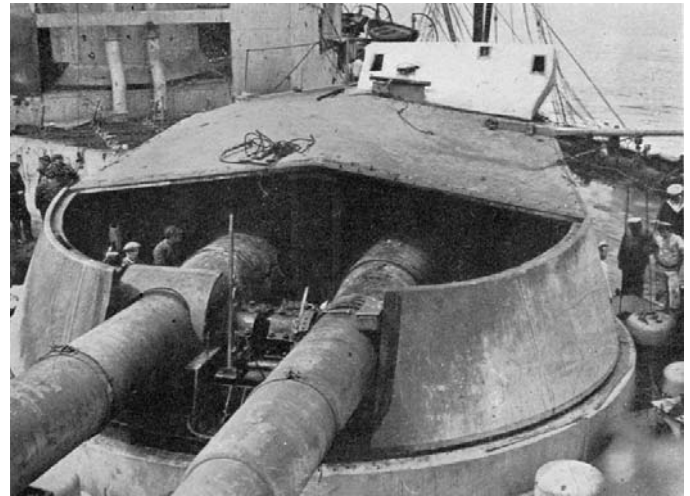
The immediate impact was that the battle and the loss of *Blucher* cost Ingenhol his job. The Kaiser replaced him with Pohl. Much as Hitler did in WW II, any reversal at sea caused a hissy-fit and Willhelm forbad anything resembling aggressive behavior to prevent the potential of more losses. This played directly into the British hands since blockading the High Seas Fleet was essentially what they wanted.

A more subtle set of lessons were found in the performance of the ships and the tactics employed. Unusually good weather that day allowed the first shots to be fired at 18,000 yards. With both fleets moving at over 20 knots, accuracy was at a premium. The following table shows the results of the day.

Gunnery Records

Ship	Shells Fired	Target Hits	Hits Received	Casualties
<i>Lion</i>	243 × 13.5in	<i>Blucher</i> 1 <i>Derfflinger</i> 1 <i>Seydlitz</i> 2	16 × 11in and 1 × 8.3in	1 Killed 20 wounded
<i>Tiger</i>	355 × 13.5 in	<i>Blucher</i> ? <i>Derfflinger</i> 1 <i>Seydlitz</i> 2	6 × 11in and 1 × 8.3in	10 killed 11 wounded
<i>Princess Royal</i>	271 × 13.5in	<i>Blucher</i> ? <i>Derfflinger</i> 1	0	0
<i>New Zealand</i>	147 × 12 in	<i>Blucher</i> ? 1	0	0
<i>Indomitable</i>	134 × 12in	<i>Blucher</i> 8	1 × 8.3in	0
<i>Seydlitz</i>	390 × 11in	<i>Lion</i> and <i>Tiger</i> 8, <i>Seydlitz</i> 2	3 × 13.5in (1 <i>Tiger</i> , 2 <i>Lion</i> )	159 killed 33 wounded
<i>Moltke</i>	276 × 11in	<i>Lion</i> and <i>Tiger</i> 8	0	0
<i>Derfflinger</i>	310 × 12in	<i>Lion</i> , <i>Tiger</i> , and <i>Princess Royal</i> 5 or 6	3 × 13.5 in (1 each <i>Lion</i> and <i>Princess Royal</i> )	0
<i>Blucher</i>	unknown	<i>Lion</i> 1 <i>Tiger</i> 1 <i>Princess Royal</i> 1	about 70 torpedoes.	792 killed 234 prisoners 45 wounded

The ability to fire rapidly was encourage and rewarded in the British navy. To do so, commanders began to cut corners in safety procedures. Hoists couldn't keep up with the rate of fire. To maintain it for as long as possible, ammunition and powder was stored readily at hand outside the magazines going into a battle and the flash doors were not properly shut during the firing cycle.



Lion's Q turret showing the damage of the explosion.

Both *Lion* and *Seydlitz* took potentially fatal hits that flashed into their magazines during the battle. Both ships were saved by flooding the magazines. The Germans realized just how close they came and redoubled the discipline in proper procedures. The British failed the test and paid the price at Jutland when hits under similar conditions caused three battlecruisers to explode.

Rick Jackson

The Germans has a 3 to 1 advantage in hits obtained, no doubt due to better fire control and training. One has to wonder if the British did follow the Germans as Beatty wanted, which would have come into play first—would the British take significant damage to the other ships due to good German shooting or would the Germans have run out of ammunition?

Jacky Fisher's philosophy on how to fight and the role of the battlecruiser may have been the most damaged even though the British didn't realize it for another year and a half. Fisher wanted to have the biggest stick in the fight. This resulted in larger and more guns on the ships.

He also wanted to fire as fast as possible. This was the fatal flaw.

## Our Sponsors

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



**HobbyTown USA**  
World's Largest Hobby Store Franchise!

GARY CAHILL  
OWNER

Normandy Creek Shopping Center  
2272 W. Main St. Phone (405) 292-5850  
Norman, OK 73069 Fax (405) 292-5851  
www.hobbytown.com



**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

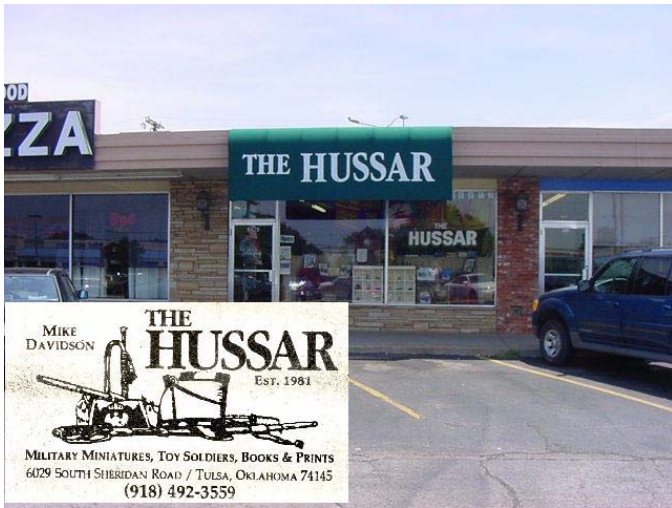
63  
YEARS

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

*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

*Bob'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

**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)

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



# 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

2014

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
- 14 IPMS Metro OKC will host Soonercon at Crossings Community Center  
2208 W. Hefner Road. Contact [Greg Rose](#) 405-590-7130
- 20 OHMS Meeting. Program Night.

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)
- 6-9 **2014 IPMS/USA National Convention & Contest** at the Hampton Convention Center, Hampton VA.
- 15 OHMS Meeting. Program night.

September

- 6 OHMS Meeting. MOM contest **OFFICER ELECTIONS.**
- 14 Fort Worth Scale Modelers SuperCon 2013. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433
- 17 Show Me State Scale Model Show—IPMS West Central Missouri-- Vatterott College, 8955 E. 38th Terrace, Kansas City, Missouri.
- 20 OHMS Meeting. Program Night. Slides from Nationals.
- 21 13<sup>th</sup> annual CASM Sprou-Doo Contest & Swap-Meet, AR Health Center, 6701 Highway 67, Benton, AR, Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact [casmmodelers@gmail.com](mailto:casmmodelers@gmail.com)