



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 44, Issue 9

September, 2014

Coming Events

September 5--OHMS Meeting. MOM contest. **OFFICER ELECTIONS.**

September 13--Fort Worth Scale Modelers SuperCon 2014. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433

September 19-- OHMS Meeting. Program Night. Slides from Nationals.

September 20-- AutumnCon 2014, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the American Legion Hall, Post 16, 2031 Ronald Regan Hwy (formerly Old Hammond Hwy). Northshore Scale Modelers. Contact [Andy Useman](mailto:andy@useman.com) 225-229-8204

September 27--13th annual CASM Sproo-Doo Contest & Swap-Meet, Statehouse Convention Center, 101 E Markham St., Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact [Brianna Childres](mailto:brianna@childres.com) 501-269-9086

October 3--OHMS Meeting. MOM contest.

October 4--Austin Scale Modelers Society hosts the ASM Capitol Classic at the Norris Conference Center, 2525 West Anderson Lane. [Randy Bumgardner](mailto:randy@bumgardner.com) 510-402-8750

October 11--ConAir 2014-- Midway Baptist Church, 5135 S. Broadway, IPMS/Air Capital Modelers. Contact [Mark Vittorini](mailto:mark@vittorini.com) 316-440-6846

October 17--OHMS Meeting. – Program night. Build Night.

Meeting Reports

Business Meeting—August 1

Steven Foster came across a display case at a sale and purchased it. It is now sitting at the front of the store. The club officially purchased it from him for our display to supplement the models in the store case. It is lockable for security and the store has the key.



Everyone was reminded that the club elections will be the first meeting in September and the upcoming Nationals were mentioned

Model of the Month— August 1



F-80 Shooting Star

Bill Schmidt



'77 Pontiac Trans Am

Tyler Bonner



USS Ohio

Rick Jackson



Ju-87 Stuka

Butch Mauery



WW I German NCO

Dave Kimbrell

And a work in progress...



In what may be an unprecedented occurrence, a second consecutive new member wins the Model of the Month. This time we have Bill Schmidt winning with a foiled Monogram F-80.

Program Night—August 15

Dave Kimbrell did a program on the various types of tracks (kit and after-market) available for armor models. He also did a brief how-to on how to deal with the different materials and methodologies the manufacturers use to put them together.



A few thoughts from the Head Chicken...

The 2014 Hampton National



I was fortunate to be able to schedule my visit to my Dad with a visit to the 2014 IPMS National in Hampton, Virginia. He lives up in Staunton, which is about a three hour drive from the convention center in Hampton. This also allowed me to take my father to the show and let him see just what he got me into when he started me building models at age 4. He is 87 and a bit frail, but mentally sharp. He was quite impressed with the level of artistry.

As for the show itself, it was all I expected, and looked well in hand. I managed to spend sufficient money to do my bit fighting terrorism and supporting the world's economy. Still, what would it be, if I could not complain?

First, they shoved the vignettes and dioramas into the back corner. You would think the people in charge would learn that dioramas have become a major genre and move them out to the front-middle where there is better light and folks can see them from all around. Next, the NCC better get ahead of the curve on vignettes and create some classes for them. They may not want to leave them in the main classes, but dumping them into Small Comp Dioramas



doesn't work well either. Finally, I have been informed a WNW model won top OOB in aircraft. Nothing illustrates the farce that OOB has become. Anyone with the skill to build up a WNW model has the skill to compete in the main classes. And having many WNW kits, I can definitely say the judges did not have time to check the instructions thoroughly. So what is the point of OOB, when all you have to do is buy a super nice, multimedia kit?

If you are interested, this is the girl that engraved the trophies for the show.



Dave Kimbrell

The Dark Side

Come to the Dark Side.....where happiness is taking a genuine interest in the details.

CAMOUFLAGE

Having painted the Panzer IV a base "panzer yellow", the next step was to add the red brown and green patterns. There is a wealth of references showing the colors to be used, but I am of the opinion that there is no exact color. There are so many variables, that to get wrapped up trying to match these official colors is a silly waste of time. Manufacturing variances, war time shortages, thinning agents, application methods, scale effect, etc., all conspire to make it virtually impossible to match them exactly.

In this case, I was still using the **Vallejo** acrylics. They have a wonderful range in their color pallet and that was a good reason to give them a try. I was happy with the green from the bottle, but the red brown was darker than I was happy with, so I mixed my own shade. Is it right? Who knows, but it looks good to me. To test the look, I converted the color shots of the model to black and white. The shades seem to match the original pictures.





Part of the trick with this model was trying to capture elements of the camo pattern on the real tank. I think the panzer yellow is a bit dark, but we'll see, after I get it weathered.



GO FIGURE

This is not just a model of a tank; it is also a small diorama. So, I thought I would show some of the figure work. The set I am starting with is from **MINIART**. "German Tank Crew, Normandy 1944". These are a match for soldiers of 12th SS Hitlerjugen. The figures are fairly good, but not quite as good as resin.



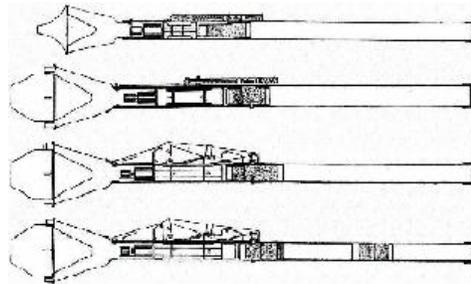


Well, that's about all I have at this time. More later.

GENERAL KNOWLEDGE AND PRIVATE INFORMATION

The Panzerfaust

I have been reading Steven Zaloga's books on the Sherman tank and armored warfare in NWE WWII. I noted that he repeatedly referred to the Panzerfaust as a rocket weapon. In fact, it was a **recoilless gun**. When fired, it detonated two charges. One expelled the warhead...a fin stabilized shaped charge... out the front and another equal charge out the rear. The mistake is understandable for a novice, but puzzles me regarding someone of Zaloga's status. But like the bazooka, you did not want to be standing behind it when it fired.



The Panzerfaust was a disposable anti-tank weapon. It came in three ranges: 30, 60, and 100 meters.

That is pretty close in for fighting tanks, yet in the last year of the war, they took a heavy toll of allied armor. It is believed that these weapons brought the Russian tank assault in Berlin to a grinding halt. Although it did not have the range, it the later models could penetrate as much armor and concrete as the 88mm gun. A 150m and 250m versions were planned and would be reloadable.

An extremely simple and effective weapon, it was used by everyone that could get them and copied by several countries. The Germans even mounted them on the wings of light aircraft to attack tanks columns.



Dave Kimbrell

Mind of the Married Modeler



Add Some Figures.....Don't be Afraid!

As many of you know that follow this column, while I do dabble in a car here and a figure there, I am at heart a WWI junkie; especially WWI aircraft. However, I have historically been a builder of 1/48 and 1/72 planes. Within the last few years, the past two 1/48 WWI aircraft have been dioramas with 4 and 9 figures each. However, I want to make a point here without flogging a horse (yet), according to IPMS rules one can add a figure to a single seat plane and two figures to a 2-seater, etc., without be kicked out of the stand-alone category. In the IPMS Rules, under section II-14-Bases-In General: "The model may include primary crew figures." The whole business of Stand-alone, Vignette or Diorama will be discussed later. That's not the point here.....yet.

Several years back I got over my fear of doing figures and jumped in. Well actually it was a crawl and it took me about a year to get all the tools, paints and brushes. I had to read and read and read but eventually I did jump in; that's' my OCD/AMS at its finest. Nevertheless, the best way to learn is to Just Do It, and not expect

perfection. Learn as you go and don't be afraid. Soon after the figure splash, I overcame my fear of doing a nice base, and now I can't imagine doing a model without doing a base. A modeler colleague kept telling me that for years but I always thought he was full of it. Well he probably is, but he was right about using a base.

When doing 1/48 WWI planes there are some figures available, but less and less these past few years. In 1/72 decent aircraft figures are scarce; besides doing 1/72 scale figures is for a much younger man than I. Any WWI modeler worth his salt knows about Peter Jackson's *Wingnut Wings* (WNW) kits. They came into the WWI scene 5 years ago with a vengeance and a WNW plane has won best aircraft at 2 out of the last 4 IPMS National Conventions. I have a mere 7 of the 42 WNW kits produced so far. At contests, you will notice that some modelers are including "primary crew" figures with their WWI planes (in 1/32 and 1/48). I have yet to see a WNW plane with several figures in the diorama category; it is only a matter of time though. Let's not forget that *Special Hobby* and *Roden* have put out quite a few WWI 1/32 scale kits too. I have never built a *Special Hobby* kit but know that *Roden* WWI airplane kits are great as long as you don't use their decals. The 1/32 (54 mm) scale is quite attractive for doing figures and much easier to provide good detail than in 1/48, not to mention 1/72. From their start in 2009, WNW showed pictures of many exciting figures on their Website and said they were "In Development". Well they are still "In Development" 5 years later. Yet, I think if WNW waits much longer it will be too late for them to make a big splash with their own figures. They are missing the boat because in the interim several companies have emerged to fill the gap.

I have now become a figure junkie and most of the new "kits" I have bought over the past several years are figures. In a few short years I have accumulated more figures than any other genre of models in my stash. This will probably lead me to some kind of 12-Step program for figure junkies! I am an avid lurker on *Planet Figure* (<http://www.planetfigure.com/>) and spend a lot of time on their "Markets and Commissions" forum looking for more figures to buy. I am a supporter of Mike Davidson's *The Hussar* in Tulsa which specializes in figures. There is a great WWI site: *ww1aircraftmodels.com* (<http://www.ww1aircraftmodels.com/>) which has a decent forum on WWI figures. A lot of the information here was gathered from these sources. Then of course being located in the USA, if you are a figure junkie you must be aware of *Red Lancers* (<https://www.redlancers.com/default.asp>). I spend lots of my hard earned chips with them. They have many of the figures I am going to discuss below.

Being the OCD person that I am, I searched all the above sites and several others, then compiled a table of all the 1/32 WWI aircraft figures including pilots, observers, ground crew, women, dogs, etc...I would suspect that I have missed some but I tried to be as thorough as my knowledge would allow. This table includes the figure name, kit number, manufacturer, country of manufacturer, release date, media, primary purchase source and price + shipping to USA. It is dynamic and will continue to be updated whenever new figures come out and others are discovered. Eventually I plan to do one for WWI aircraft figures in 1/48 and 1/72. The long term, lofty goal is to catalogue all WWI figures in all scales....some day. However, I can't let this type of OCD stuff get too out of control or no time is left to build.

According to my research, so far, for 1/32 scale aircraft figures, there are 108 different packages containing 131 individual human figures and 9 dogs. Amazing! That is a lot and I doubt many people realize this. These are from 21 different manufactures. The major players are *Martin Hille Kellerkind Miniaturen* (20 figures and 1 dog), *Model Cellar* (15 figures and 1 dog), *Modelkasten* (14 figures and 2 dogs), and the biggest producer to date, *Wings Cockpit* (30 figures). The rest are made up from the following companies: *Alley Cat*, *Andrea Miniatures*, *Aviattic*, *Copper State Models*, *Dolp Modelbau*, *Elan 13*, *Fusilier*, *Hawk Miniatures*, *Hecker & Goros*, *Kiwi Resin*, *LaTorre Models*, *Manta Figures*, *PJ Productions*, *Rest Models*, *Retro-kit Online* and *Tommy's War*. The entire list will soon be posted on the OHMS Website which is currently under construction (<http://okmodelers.squarespace.com/>)

Unfortunately, major diversity is virtually non-existent; that is, most all of the current figures are German or British, with only 6 USA, 3 Russian, 3 French. There are no Italian, Turkish, Austro-Hungarian, Canadian or Australian. Hopefully that will change as the 100 year anniversary continues through the War years.

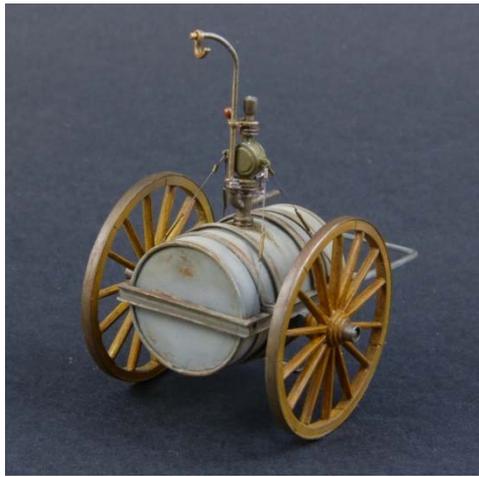
So let's take a gander at some. I have a few of these, a very few; 13 individual figures and only ones from *Model Cellar*, *Rest Models* and *Tommy's War*. My colleague, Dave Kimbrell has several of the *Wings Cockpit* figures.



Aviattic

Aviattic is a new company out of England which specialize in WWI figures, kits, decals and accessories (<http://www.aviattic.co.uk/aviattic.co.uk/Welcome.html>) They have a nice US Air Service Set of 3 and I really like the German Refueling Crew of 2 and the Cart (sold separately). The set would make an awesome addition to a 1/32 plane with a potential for a marvelous diorama.





Aviatic

Copper State Models are back with new owners in England. They have released 6 resin airplane kits in 1/48, some cool 1/48 scale engines and three 1/32 pilot figures. One of these is a Russian pilot which is 1 of only 3 that I know of.

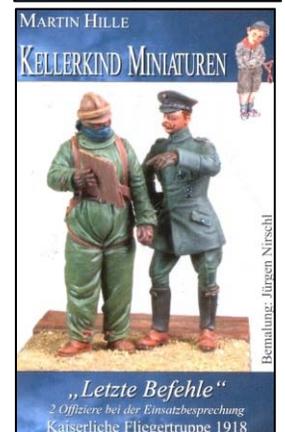
Elan 13 is another small company out of England who does among other things some really nice steampunk busts (<http://www.elan13.co.uk/>). They have gotten into the 1/32 WWI figures production with 4 so far. They have a uniquely posed RFC pilot ready to play some cricket and a well cast German pilot looking quite dignified.



Elan 13

One of the major players is *Martin Hille Kellerkind Miniaturen* produced in Germany (<http://www.kellerkind-miniaturen.com>). They can be ordered direct with a reasonable shipping charge or are available from *Red Lancer* here in the USA. I have not seen them in person but have read good things about them online. They are either German or British with a good variety of pilots and very unique ground crew. They make a set

that is specifically designed to sit in the WNW LVG C.VI.



Martin Hille Kellerkind Miniaturen

Model Cellar is one of the few companies left producing models in the USA (<http://www.modelcellar.com/>). They have a great variety of WWI figures and busts in many different scales. I have several of their 1/32 figures including a 2 figure set of a German Pilot and Mechanic along with a recent purchase of Max Immelman who would look great alongside the WNW Fokker E.III.



Model Cellar

Modelkasten out of Japan has some very interesting and diverse figures. From what I can tell they offer 2 injection molded sets of 4 figures and a dog (in each). Then all these are available individually in resin. I am not really sure why this is so, but I may order one of the styrene sets that includes a wiener dog. They also have 3 women pilot figures that they bill as WWI. I never heard of any country having female pilots in WWI but even if it is not true it could be used to create something quite interesting. It looks like the best sources are in Australia; the styrene sets from *BNA Model World* (<http://www.bnamodelworld.com/>) and the resin individual figures from *Creative Models Australia* (<http://www.creativemodels.com.au/>).



Modelkasten

My current project is the *WNW Sopwith Snipe Late*; my first *WNW* kit and first 1/32 scale plane ever. I am doing it in the 1920 Russian Markings provided as one of the choices. I wanted a figure and found the only game in world to be a set from *Rest Models* in the Ukraine (<http://restmodels.com/>). This was before *Copper State Models* came out with their Russian figure. The *Rest Models* set is 2 figures of WWI Russian Ace, Alexander Kozakov, one in dress uniform and one in pilot gear. It

really is a nice set. When I ordered from them I also got a 1/24 Russian pilot figure that they carry. Shipping to the USA is free too!

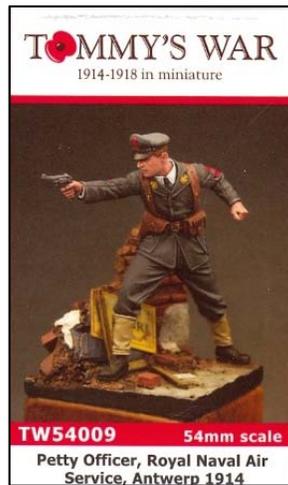


Rest Models

Tommy's War (<http://tommyswar.co.uk/>) focuses on WWI British, Scottish, Welsh, Irish and Australian 54mm figures. They have recently come out with 2 German infantry figures. Most of their figures to date are not aircraft related except for three. Dave recently picked all 3 of them up for me from *CRM Hobbies* at the 2014 IPMS National Convention in Hampton, VA. The Sergeant will be great with his hands on a propeller. Who knows what is in store for the RNAS Petty officer with the pistol, maybe he will be used in a diorama where a couple of the female German pilots (from *Modelkasten*) are trying to steal a RNAS plane. Who knows what's in the pipeline. I can tell you that all the *Tommy's War* figures are excellent and the 1914 Douglas motorcycle they put out 2 years ago is very special. I really want their new release: Corporal, 1st Battalion London Irish Rifles, Loos 1915.

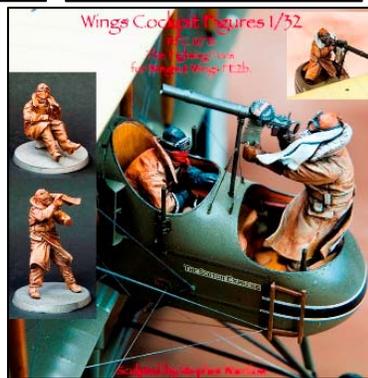
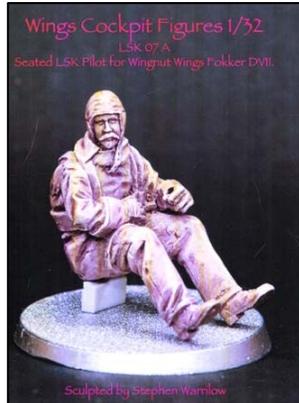
To Preserve the Past for the Future

Est. 1967—The tenth oldest chapter in the United States
Region 6 Newsletter of the Year 2011, 2012 and 2014



Tommy's War

Finally we come to *Wings Cockpit*. This company is the leader right now in 1/32 scale aircraft figures with 30 individual ones produced so far. Many of the ones that they produce are designed specifically for WNW kits including the DH2, FE.2b, Albatros D.V, Fokker Eindecker, Fokker D.VII, Hannover Cl.II and LVG. C.VI. Amazingly, I don't have any of these figures! I doubt that will last much longer. The only drawback of these figures is that they don't come in a box; a bit odd, but this likely keeps the cost down.



Wings Cockpit

I have been hesitant to go hog wild into the 1/32 scale scene. Not because of lack of interest but because I am afraid. I am afraid that once I go to 1/32 scale planes I will never want to go back to my beloved 1/48 scale and certainly not 1/72, which almost becomes braille the older I get. Why is that such a big deal? Well I have over 100 1/48 scale WWI planes and several dozen in 1/72. They already get very lonely with my recent strays into figures and then they see me buying all these Native American figures and busts (a recent fascination). Then of course there are a slew of car kits in my stash that get my attention too. So far, I have resisted the urge to go crazy into the 1/32 WWI aircraft world but I suspect those days are numbered.

If you are anxious and waiting for WNW to release their long awaited figure line there is really no need. You will find over 100 figures already released. So don't be frightened, step out of your comfort zone and start adding a figure here and there. Remember when we were kids, all the planes came with figures. The difference is these figures today are of vastly superior quality. And don't be afraid of putting things on a base. You will be amazed what you can do with a little effort. Branch out; diversity is good and is what keeps things in life exciting. Now days, I can't imagine doing a plane without at least one figure and much less without a base. It's the way of the future, so don't be timid.

Steven Foster



BATHTUB ADMIRALS

Jutland: The Big One-Part II

The second phase of the battle is what most people envision when they describe Jutland as the largest surface engagement in history.

First, though, there needs to be a little recap and addendum to last month's article. When you focus on the Run to the South, it is natural to look at the British losses and consider that they got decimated. The Germans inflicted 44 hits and sank two battlecruisers. This is true, but it only looks at one side of the battle.

While none of Hipper's battlecruisers were sunk, they were still pounded severely. The British scored eleven hits from the battlecruisers and six from the battleships. This is with 13.5 and 15-inch shells instead of 11 and 12-inch, so the damage was correspondingly larger. *von der Tann* had all of her main armament put out of action and she was shipping water. Because her speed and secondary armament was still in order, she remained in the battle line to engage cruisers, add damage to unprotected areas of the British battlecruisers and to act as a decoy to draw fire. *Lutzow* and *Derfflinger* also had many flooded compartments with *Lutzow's* forecastle nearly awash.

Also lost in the discussion was the damage inflicted on the cruisers and destroyers of both sides. This would ultimately have an effect in the final stages of Jutland.

The Run to the North

After encountering the main body of the High Seas Fleet just before 1700, Beatty and Evan-Thomas scurried north with the Germans in hot pursuit. The British trap was now being primed, though somewhat badly.

Jellicoe had *some* inkling of what was going on, but it really wasn't enough. He knew Beatty was engaged, but he really didn't know where he was. Evan-Thomas indicated he was in action, but not much more. During the course of the Run to the South, position reporting errors occurred. Jellicoe eventually began to sort these things out as more information came in and began to correct for the mistakes, but it cost him valuable time in disposing his forces.

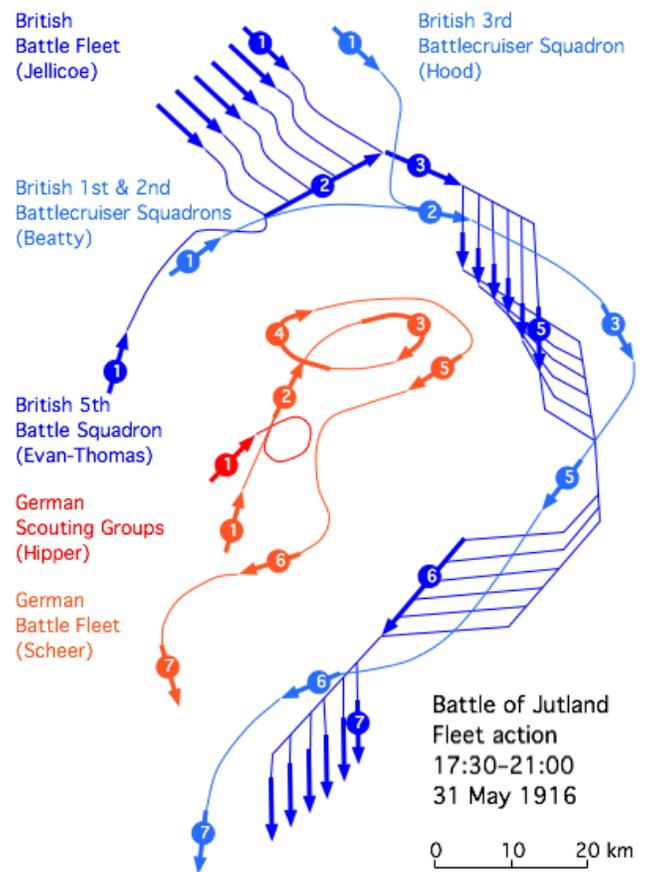
In the meantime, around 1605 when thing to the south were just getting heated, Jellicoe had the Third Battlecruiser Squadron (the group that had swapped places with the Fifth Battle Squadron in Beatty's command) under Admiral Horace Hood to surge ahead to find and support Beatty.

Jellicoe had the Grand Fleet disposed with each battle squadron in a line ahead individually but the six squadrons were abreast of each other. This allowed the maximum area to be covered in order to make contact. It was not the most efficient for a large-scale

engagement. For this he wanted a single battle line and he needed about twenty minutes lead time and the location of the Germans to establish the change in formation. If he ran into the Germans unexpectedly at one end of the current formation, those squadrons would be at a numerical disadvantage until the rest could be brought in.

Weather continued to impact both sides as visible ranges rarely got above 8000 yards. Throughout the battle, targets would fade in and out of view. Communication and commands would be issued only to have them become irrelevant when the visibility changed. Damage to the enemy would be difficult to assess.

The Main Event



Hipper had slacked off and he consolidated his force with Scheer (Point 1 into 2). Hood had been on the far left of Jellicoe's squadron-abreast formation. Beatty was still to the west of Hipper's ships. Thus, when Hood made contact he actually managed to catch the Germans between the two battlecruiser groups. Due to Hood's location, the Germans assumed the balance of the British forces were behind him to the northeast, not directly ahead. It isn't totally clear just what the Germans assumed that force to be, since they continued to sail onward as if they were sure it wasn't the bulk of the Grand Fleet. Much of the after-

action reporting and memoirs seem to contain a lot of spin to justify those decisions.

Lots of things started happening. It took Beatty about an hour to complete the run and to make actual contact with Jellicoe. Remember, the British feared any radio transmissions being overhead, so they refused to transmit anything but the most general information. All hard-core information was passed via flags or blinker, no matter how badly they performed. Beatty turned to combine his ships with Hood's, crossing the face of the oncoming British battleships. In doing so, he still didn't give Jellicoe a report on what was coming.

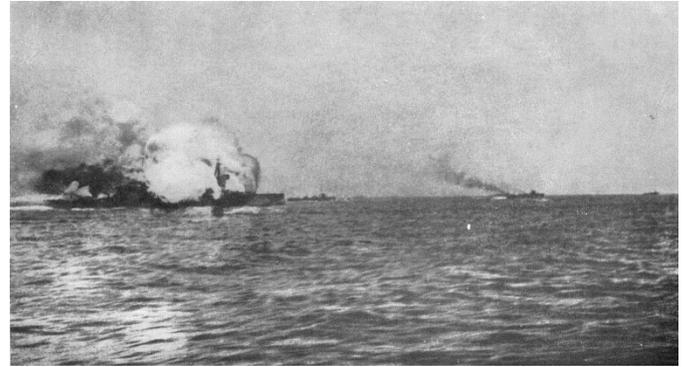
Perhaps it was because he was having to deal with the First Cruiser Squadron. This group of armored cruisers was in the van of Jellicoe's force, so they spotted the Germans first. Admiral Robert Arbuthnot had a reputation as a brawler and around 1800 he led his four ships from the right side of the battleship formation and into the fray. *Lion* almost collides with Arbuthnot's *Defense* and *Warrior* as they crossed her bow. The other two ships under his command could not make it through Beatty's ships. (Sources disagree on whether it was two or three ships that made it through Beatty's squadron.)

Foolhardy doesn't begin to describe Arbuthnot's action. It is speculated that he spied the damaged German cruiser *Wiesbaden* who was part of Hipper's squadron and wanted to finish her off. Instead, he ended up engaging the battlecruisers at short range. I say speculated, because in moments *Defense* was lost with all hands. *Warrior* fared little better. She was severely damaged, but a stuck rudder on *Warspite* after she was hit again caused the latter to circle *Warrior*, drawing the German fire. *Warrior* floundered the next day under tow.

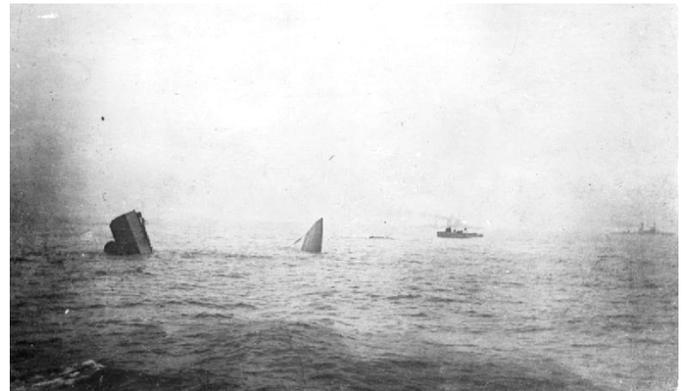
Jellicoe gave the order to form the battle line at 1815. Now, a 15 minute difference sounds like a lot, but large-scale ship organization is a slow motion process spread out over miles of sea--not to mention the destroyers and cruisers that had to shift positions relative to their battleships. The reshuffling of over 100 ships in such a small space and time was now combined with the combat taking place. This part of the battle is known as Windy Corner.

Battlecruiser against battlecruiser combat began again. Hood, in *Invincible*, added his ships to Beatty's and all took and dealt out damage. At 1830, the British battlecruiser curse struck once more. *Invincible*, first of her kind, was struck by shells from *Lutzow* and *Derfflinger*. A blow amidships reached the magazine

and she was blown in two with Hood and all but six of the crew killed.



Invincible at the moment of her destruction.



Bow and stern of Invincible resting on the shallow North Sea bed.

Now it was Scheer's turn for a rude surprise. Remember, while the British thought he had been sitting at anchor due to the Room 40 mistake, the Germans also thought they had effected a surprise and the Grand Fleet would be hours away from where they were. No sooner had they been elated in the destruction of *Invincible*, the smoke cleared and they saw the entire Grand Fleet 'crossing their T'.

Gefechtskehrtwendung

Scheer quickly recovered from the shock and issued the command *Gefechtskehrtwendung* (*Battle About-Turn*). Rather than the battle line turning about in a single-file, follow-the-leader formation, (as Beatty and Evan-Turner did earlier) each ship individually turned within the formation. It is a complex and dangerous move that can easily result in collisions if the timing is off. It also plays havoc with command by placing the flagship in a completely different location relative to the fleet.

The fact that the Germans had this *planned and practiced* says something about their mindset when it came to this or any engagement with the Grand Fleet. This quick maneuver limited the contact to just few minutes. Only *Konig* was damaged in the encounter that lasted only about

ten minutes. Only 10 of the 24 British battleships even opened fire.

This might have been the end of it but Scheer out-foxed himself. He feared a stern chase where the British could sail faster than he could (due to the slower pre-dreadnoughts he had been convinced to bring along) and it would allow the British to close and gradually chew his ships up from the rear, so he turned east (Point 4). He expected the British to immediately turn south in pursuit and this would cause them to pass astern. Before they realized what had happened, Scheer would have enough of a lead to prevent any further combat.

Ever cautious Jellicoe feared torpedoes strewn in the wake of the departing Germans and some were actually seen. Instead of turning immediately south, the Grand Fleet continues eastward for some time before turning south. These decisions cause the two fleets, by sheer accident, to reengage around 1900 with Jellicoe crossing the T ahead of Scheer for a second time (Point 5).

Now Scheer was really in trouble. The British had the weather vane and his ships were silhouetted against the setting sun. The only time they could locate a British ship was by spotting the muzzle blasts. When they opened fire this time, they were accurate and really pounded the Germans. Once again, the *Gefechtskehrtwendung* was ordered to send the High Seas Fleet to the west. It wasn't nearly as pretty under concentrated fire.

Hipper's ships were once again thrown into the fire, this time on a 'death ride' to preserve the rest of the fleet. From 1905 to 1930, this third and worst turn in combat for the battlecruisers, along with smoke screens and concentrated torpedo boat attacks, succeeded in opening up enough distance for the Germans to allow them to slip away. The German battlecruisers took another 37 hits in this phase.

There was one final flurry. Between 2019 and 2035 the two battlecruiser groups located each other again (approximately Point 6). The Germans again got the worst of it with *Seydlitz* receiving five hits versus *Princess Royal* getting one.

The day is filled with 'what ifs'. Beatty was under orders to lure the Germans into the trap, but would his personality have allowed him to do so if he had not lost the numerical advantage when two battlecruisers blew up?

What if the Admiralty had not bungled the Room 40 situation? Would Jellicoe have handled the Grand Fleet differently knowing the High Seas Fleet was nearby? Had the battle started a couple of hours earlier due to that knowledge, would most of Scheer's ships have been damaged or sunk?

Had the visibility been just a couple of thousand yards better, what then?

If Scheer had known the Grand Fleet was further at sea, would he have *Gefechtskehrtwendung*'ed himself back to Wilhelmshaven and prevented Jutland from happening at all?

Rick Jackson

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Check out our web page: www.ipmsusa.org

OHMS EVENT CALENDAR

2014

September

- 5 OHMS Meeting. MOM contest **OFFICER ELECTIONS.**
- 13 Fort Worth Scale Modelers SuperCon 2014. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433
- 19 OHMS Meeting. Program Night. Slides from Nationals.
- 20 AutumnCon 2014, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the American Legion Hall, Post 16, 2031 Ronald Regan Hwy (formerly Old Hammond Hwy). Northshore Scale Modelers. Contact [Andy Useman](#) 225-229-8204
- 27 13th annual CASM Sproo-Doo Contest & Swap-Meet, Statehouse Convention Center, 101 E Markham St., Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact [Brianna Childres](#) 501-269-9086

October

- 3 OHMS Meeting. MOM contest.
- 4 Austin Scale Modelers Society hosts the ASM Capitol Classic at the Norris Conference Center, 2525 West Anderson Lane. [Randy Bumgardner](#) 510-402-8750
- 11 ConAir 2014-- Midway Baptist Church, 5135 S. Broadway, IPMS/Air Capital Modelers. Contact [Mark Vittorini](#) 316-440-6846
- 17 OHMS Meeting. – Program night. Build Night.

November

- 7 OHMS Meeting. MOM contest
- 21 OHMS Meeting. Annual Club Auction

December

- 5 OHMS Meeting. MOM contest.
- 19 OHMS Meeting. Christmas Party

2015

January

- 2 OHMS Meeting. MOM contest.
- 16 OHMS Meeting. Program Night. Build Night
- 24 CALMEX 29, IPMS/SWAMP, Managan Center, 1000 McKinley, Westlake LA, [Robert Leishman](#) 337-589-4614

February

- 6 OHMS Meeting. MOM contest
- 20 OHMS Meeting. Program Night.
- 21 ModelFiesta 34, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, [Tom Sprawls](#) 210-414-4319