



# O.H.M.S.

## Oklahoma Historical Modelers' Society

### NEWSLETTER



Volume 44, Issue 10

October, 2014

#### Coming Events

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](#) 510-402-8750

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

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

November 7-- OHMS Meeting. MOM contest

November 21-- OHMS Meeting. Annual Club Auction

#### Meeting Reports

##### **Business Meeting—September 5**

This evening was the annual officer elections. After some discussion and a request for nominees/volunteers (not the Army kind) the existing set of officers were retained.

President—Dave Kimbrell  
Vice-President—Steve Foster  
Treasurer—Rick Jackson

We also had a handout and review of the club finances showing the bank balance and the expected ins and outs for the rest of the year.

#### **Model of the Month— September 5**



*Modified Ford Mustang*

*Danielle Lewis*



*A2D Skyhawk*

*Kevin Sampson*



*USS Nautilus*

*Rick Jackson*



*MiG-3*

*Dave Kimbrell*

And several works in progress...



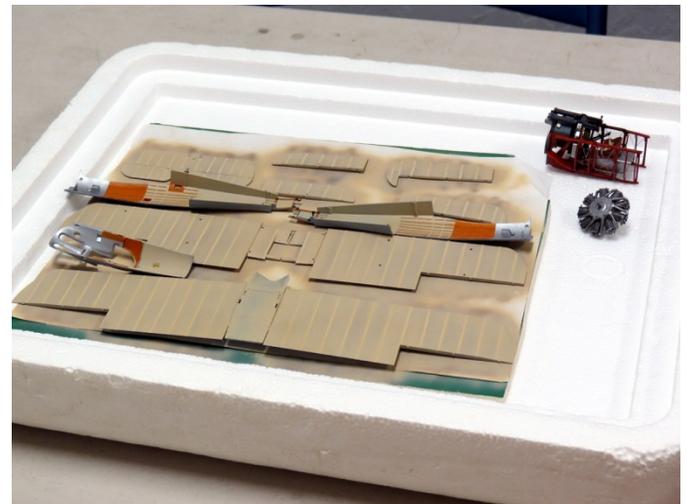
*Chevy Camaro*

*Josh Lewis*



*Mack Fuel Truck*

*Butch Mauery*





I definitely know this is uncharted territory. We've now had a third, consecutive new member to win the Model of the Month. This month it was Danielle Lewis with her Ford Mustang.

### Program Night—August 15

The evening consisted of slides from the Nationals. There were so many we had both a program with commentary on some of the more interesting entries. This was preceded by a loop of other pictures that were shown during the pre-meeting period. All were provided by Rick Jackson.

### Club Auction

Each year the club holds a kit auction the second meeting in November. The purpose is to raise operating funds for the coming year. Typically, this is where we get the money to pay for the Model of the Month trophies, fund the sponsorships for Regional and National trophy packages, and other expenses during the year. All items must be paid for in cash or by check at the end of the night.

Members raid their closets and donate kits to the club. All proceeds from the auction go to the club. Sometimes a reserve is placed on a donation if it is really valuable and it's not uncommon for someone to even buy back their kit!

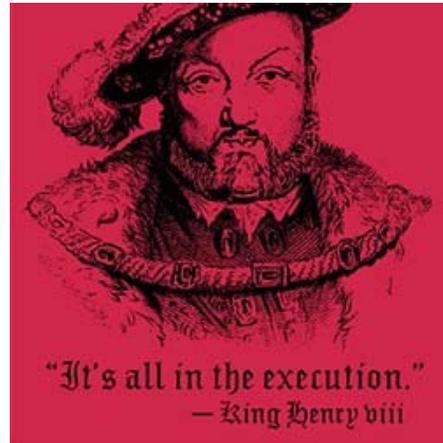
To participate, you must bring either two kits for donation (but more is ALWAYS preferable) or pay \$5 'admission'. All purchases have to be paid for that evening, so bring a fat wallet or your checkbook.

In order to make this work, we need to have a record of everything sold, who bought it and for how much. We

can then quickly print out a receipt with a total. Step one is to make a log of the models and that takes time. If at all possible, please provide a list ahead of time to Rick Jackson so he can build the master list. An Excel spreadsheet e-mailed to [rvjackson@sbcglobal.net](mailto:rvjackson@sbcglobal.net) is the ideal way as it can just be dropped into the master. Even a written list can work. Everyone else is encouraged to get to Hobbytown early on the auction night so the models can be logged in there.

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

### OUT OF THE BOX



For the past several weeks, I have been in a heated debate on the IPMS Forums regarding Out Of The Box contest classes. OOB is very clearly the third rail of IPMS. If you make any negative comment about it and you are sure to bring down a storm of counter postings. The current storm started over the fact that a **WingNutWing** kit was one of the winners in this class. All the **WNW** models I have done are basically out of the box, yet I have never thought about entering them in OOB.

For those who don't know or care, the OOB rules have changed greatly over the years. In the beginning, around 35 years ago, you could not even drill out gun barrels or exhausts. Now days you can even add aircraft seat belts and P.E. railing to ships. Today this is not a place for novices, yet many people still believe it is a good place for first time entrants. I recommend everyone go look up the current rules.

After a very brief bit of research, I found that you can indeed place with an older pre-photo-etch kit. However, it is also clear there is a trend toward newer more complex kits like the **WNW, Bronco, DML, Eduard, AFV CLUB, and Zoukie-Mura** offerings. And this raises a question; if the trend continues, what will we do when there is no difference between the OOB winners and those in other

classes? Will there be a need for an OOB award? There is one group that wants to turn it back to 'plastic only' class. I don't think this will really help things and actually will probably only make it worse.

The days of a person entering OOB with an old 1/72 Heller kit is probably well on the way to ancient history. Some say the more complicated the kit, the more chance you have to screw it up. That is true. But with the current trend, there will be plenty of entries that are very highly detailed models to push the older kits out. This leads me to believe that Out-Of-The-Box, as a contest class, will die out in a few years. For me, I think it would be better to replace it with a class more suited to the needs of today.

Dave Kimbrell

## The Dark Side

Come to the dark Side.....where problems are forgotten as soon as the ripples die and the tide goes out.

Heavy Tank Mark IV.....*The Other Mark IV*



While the rhomboid tank design was something of an evolutionary dead end, it is this shape that most people envision when they speak or hear about WWI tanks. There were five Marks following the basic layout. There was also the Whippet light tank and the Renault Ft-17. Also, the Germans had the A7V. But the British Mark IV is the classic tank of the Great War. Keep in mind, when it rumbled out in 1917, it was the cutting edge of technology in its day.

I say this is the *other* Mark IV because the British called the Panzer IV, the Mark IV, also. There were 1200 of these tanks made during the Great War. Although not as well-known as the Renault units, Americans operated some MK IV tanks, as well. They served in France, the Middle-East. The Russians used the Mk V.



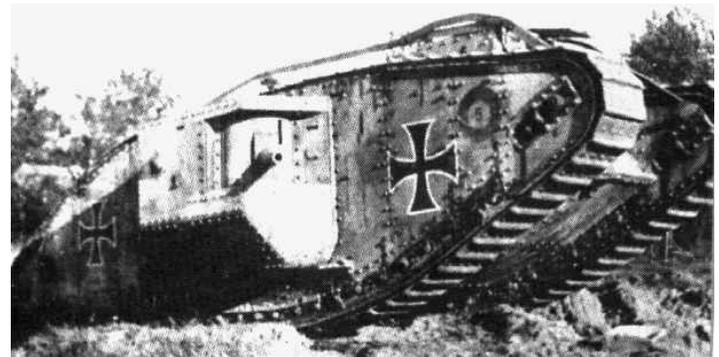
The Mk IV weighed 27.9 tons and had a top speed of 3.69 mph. It had a crew of eight men. There were NO springs in the suspension. It did have a muffler, which the earlier tanks did not. Soldiers (outside the tank) commented on how quiet it was compared to its predecessors. The Male

Until recently, the only 1/35 plastic kit available was the offering from **Emhar**. While I can't say it is a bad kit, it certainly is not state of the art, even when it came out over 20 years ago. There have been some done in resin, most notably one very poorly done issue from **MB Productions**.....*not to be confused with MasterBox*. Now with the 100 anniversary of WWI, both **Takom** and **Tamiya** have created new issues of this tank. Both kits have good points, but it appears that **Tamiya** is only doing the Male version, while **Takom** has released both the Male and Female. For an excellent detailed look at the **Takom** kits, go to [Perth Military Modelling Site](http://www.perthmilitarymodelling.com). ([www.perthmilitarymodelling.com](http://www.perthmilitarymodelling.com)) **Lionmarc** already has replacement 6 pounder and Lewis gun barrels. **Stalingrad** is releasing a set of figures to go with the model.(Both the **Lionmarc** and **Stalingrad** pictures came from **PMMS**)(Other images came from a Google search.)



mounted two QF 6 pounder (57mm) guns and 3 Lewis or Hotchkiss machine guns. The Female version had only 5 machine guns. This was developed because of a lack of 6 pounder guns to go around. The guns were mounted in sponsons on the hull side. These sponsons could be retracted into the hull for rail transport. Note the un-ditching beam hanging from the tracks. This was a very important feature that is included in the **Takom** kit and not in the older **Emhar** kit. The rails running over the top of the tank are to allow this beam to be pulled forward with the motion of the tracks. The beam weighed around 500 lbs. This feature was not seen on those Mk IVs used in the Middle East. Note that the tank did not set flat on hard surfaces. It curved up at the rear with only a small center section touching the ground.

The tank was designed to do a very simple thing. It was designed to cross trenches and provide the infantry with support to counter the machine gun. It was never designed for a fast moving mechanized war. In fact, after just a few days use, the vehicle would be in need of major overhaul. But this was the same with all of the other designs in use.



The color schemes of WWI tanks are as contentious as those of the aircraft. Originally, the British tanks were painted a battleship gray--presumably because the Admiralty was the initiating authority. One aerial photo shows them contrasting very well against the dark mud. By the time of the Mark IV, they were mostly being painted a brown similar to **Model Master** Field Drab (my opinion) but this might be similar to the paint used on the aircraft and changed color with age. However, they did experiment with some complicated schemes. The Germans painted the captured vehicles in multi-colored scheme. Although, in the end, none really mattered. The track design and battlefield conditions conspired to cover them all with mud obscuring any color. Many of the German vehicles were re-armed with German 57mm guns. *Some* also received Spandau machine guns in place of the Lewis guns.



I had originally wanted to do a piece on the Battle of Cambrai. This has long been the action most associated with the Mark IV. However, after reading the **Osprey** book listed below, I quickly discovered it was far more complicated than I first thought. If I can condense it down to a size more suitable for the Newsletter, I will do so. For the present, I recommend the books listed here, in particular the **Hanes Manual**.

### Further Reading

**Hanes Manual** *Great War Tank*, by David Fletcher  
**(Highly recommended)**

**Osprey** New Vanguard 133, *British Mark IV Tank*, by David Fletcher

**Osprey** New Vanguard 127, *German Panzers 1914-1918*, by Steven J. Zaloga

**Osprey** Campaign 187, *Cambrai 1917*, by Alexander Turner

**Ballantine** battle Book 25, *Armored Onslaught*, by Douglas Orgill

**Her Majesty's Stationary Office** *Landships* by David Fletcher

### General Knowledge and Private Information Jane Fonda

## Fonda Speaks To Vietnam Veterans At Anti-War Rally



Actress And Anti-War Activist Jane Fonda Speaks to a crowd of Vietnam Veterans as Activist and former Vietnam Vet John Kerry (LEFT) listens and prepares to speak next concerning the war in Vietnam (AP Photo)



Because of a model I saw at Hampton, I went and looked up stuff about Jane's visit to North Vietnam. As a young and as of yet un-convicted man of 18, I witnessed the event on the news and was a bit startled seeing it on TV. I suggest everyone do research before making any judgment. First thing I found were a lot of names of very famous actors that were involved in the anti-war movement. Donald Sutherland, for example. (That's Secretary John Kerry in the picture, btw) Ms. Fonda did exercise her free speech and did go to North Vietnam in protest of the war. But like all of us, she was once young and foolish and made mistakes. Her statement is that she was maneuvered into the battery and was mis-lead about what was going on, since she didn't speak Vietnamese. Over the years she has **repeatedly apologized** for elements of the event. Not for her opposition to the war, but for the photos taken at the flak battery. There has been

*To Preserve the Past for the Future*

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much crap put out on the web about the event. Much of it are out and out falsehoods. It's been 42 years. The war is over; a lot of bad things were done by a lot of people. Old soldiers now shake hands on the old battlefields of the war. There is a **KFC** in Hanoi. She said she was sorry, so get over it.

Dave Kimbrell



## BATHTUB ADMIRALS

### Jutland: The Big One-Part III

Bet you didn't think there was a Part III, did you?

The setting sun didn't end the action, and what might have happened during the next 12 hours could have changed the naval war substantially. Scheer was headed home with the Grand Fleet in pursuit. The question for Jellicoe was: how was Scheer going to do it?

There were three viable routes the Germans might use and he couldn't cover all of them. They might choose to sail an eastern route via Horns Reef. They could take a more direct route straight into Heligoland Bight between the mine fields. Another route would be between these and head more for the Jade and Ems Rivers. The most unlikely route would reverse course and head for the Skagerrak around the Danish peninsula and into the Baltic.

Jellicoe wanted to cut off the Germans and re-engage them at first light. He had, however, picked the wrong option. He assumed the direct course for Heligoland Bight would be the choice. Scheer decided to return via Horns Reef.

In the first hour since sunset, Scheer spent time redistributing his forces. The last *Gefechtskehrtwendung* put Scheer at the rear of the formation again. At the

head were the pre-dreadnoughts that he didn't want being the first to stumble into battle. He had them move to the rear. He also had Hipper's battlecruisers there as well due to the tremendous pounding they had already taken. (In fact, *Lutzow* had fallen out of formation and would ultimately sink around 0100.) This was not a huge problem, as *Westfalen* was now at the head and Rear Admiral W. Engelhardt was a capable seaman and took being in the lead very seriously.

Scheer still had a problem as the British were sailing east of the Germans between him and his desired course. Scheer showed patience, and let the onrushing Grand Fleet sail past him in an attempt to get ahead, then he cut behind them.

Jellicoe had reformed his ships into the block formation he has used going into the battle. He had the three cruiser squadrons arrayed to the right and ahead and his destroyer flotillas behind to prevent a stern attack by the German destroyers and torpedo boats.

**“What we have here...is a failure to communicate!”**

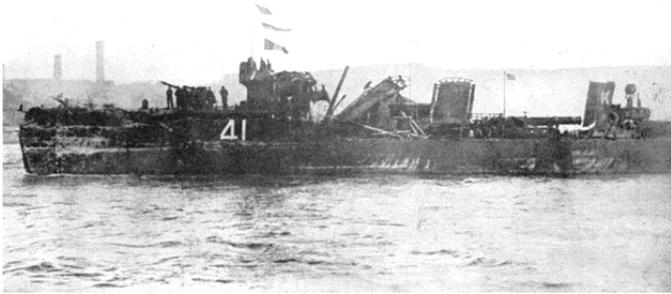
This, ultimately, is the source of how the night unfolded. First, the Admiralty continued to intercept and decode transmissions from Scheer that laid out his intentions. None of them made any difference.

British scouting squadrons continued to, literally, run into the Germans throughout the night. From 2000 to 2400, British destroyers and cruisers encountered the Germans seven different times. Pitched battles occurred, or at least as much as could be a fight between a battleship and destroyer or cruiser could be called that, but details of the fighting never fully filtered its way back to *Iron Duke*. Everyone, including Jellicoe, thought what they were seeing and hearing was simply clashes between scouts. No one actually made a clear-cut signal to say ‘Here they are!’

In some cases, recognition signals were issued to prevent friendly fire accidents. The Germans had already figured out what the correct response was, so they lured the ships in in some cases. Other times they refused to reply but still opened fire at the source of the signals once distances closed.

The most spectacular encounter happened around midnight when HMS *Spitfire*, trying to double back to assist flotilla leader HMS *Tippiaray*, went toe to toe with the battleship *Nassau*. The two scraped sides and each was holed. *Nassau* attempted to hit with her main battery, but *Spitfire* was so close, she couldn't depress her guns enough. Still,

the muzzle blasts blew away *Spitfire's* mast and crumpled the forward funnel.



Remarkably, HMS Spitfire survived her encounter with Nassau.

The only significant damage to the Germans came when the last destroyer group attacked around 0130. Pommern was sunk in this encounter.

Instances also occurred where battleships spotted known German ships. In all cases, they were not engaged *in order to not give away the position of the fleet.*

*Thunderer* spotted *Moltke* at 2230. The next instance of capital ships spotting the Germans came when *Marlborough*, *Revenge* and *Agincourt* spotted the fleet around 2400. Once again, discretion dictated that, rather than give away the position of the Grand Fleet, they would merely observe.

The Fifth Battle Squadron was the easternmost line in the formation. Even minus damaged *Warspite*, which was already headed for port, it was still a formidable group. They spotted the Germans as they crossed their wake. *Malaya* even obtained a firing solution and asked permission to fire. This time it was Evan-Turner that held the fate of the battle in his hands, not Jellicoe.

Permission never came.

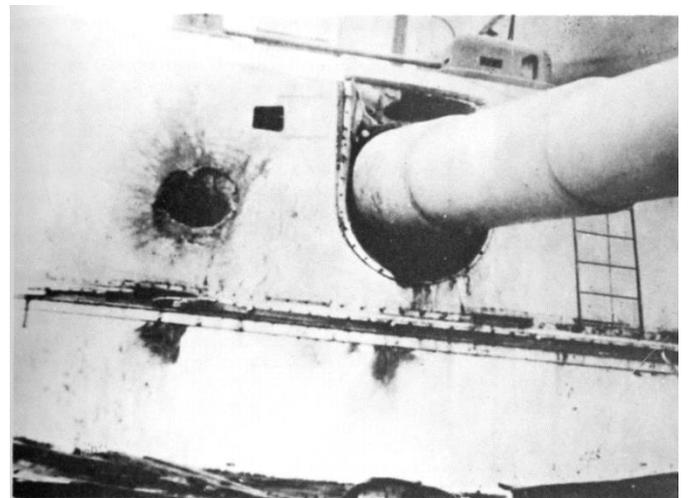
The High Seas Fleet melted into the gloom.

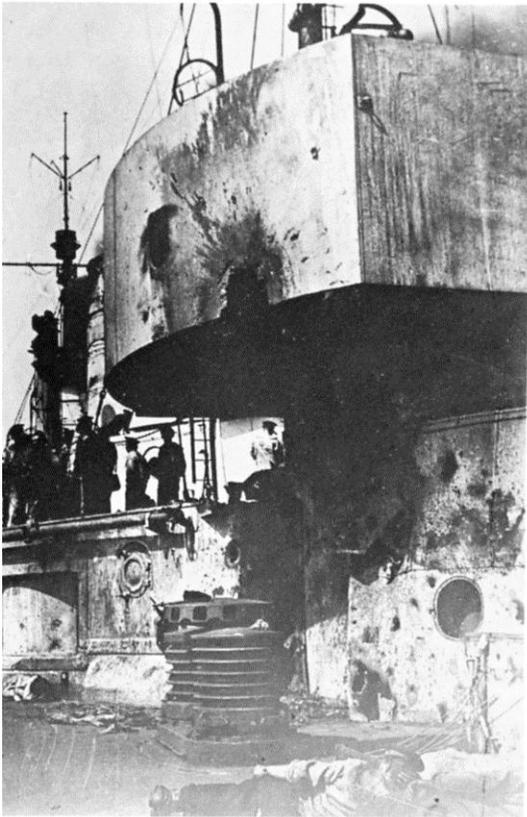
Once again, an opportunity slid through their fingers.

Did the captains know which route Jellicoe was anticipating the Germans to take? If so, they were going the wrong way. They should be going south, not east. Why, then, didn't they even attempt to warn their commander?

When daylight came, a lack of ships and radio traffic from Scheer asking for conditions at Horns Reef confirmed that Jellicoe had guessed wrong.

## Aftermath

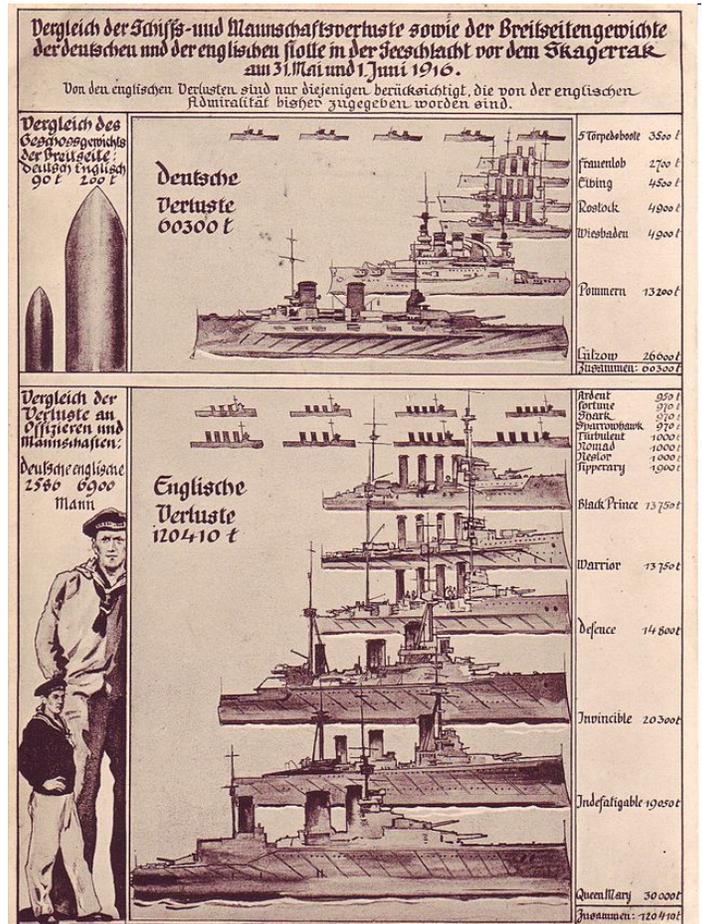




Pictures of Seydlitz after being towed back to Wilhelmshaven. Where many British ships blew up, more heavily damaged German ships tended to make it back.

The Germans quickly touted the battle as a victory. With the British being slow to say anything, their public really started to believe it and began to clamor about the failure. Once the full picture came out, some of it died down, but there was still a hue and cry as to why the Germans got away. Criticism of Jellicoe pours forth.

It is true he wanted to avoid a night battle. The British were not as proficient at it as the Germans. Besides, he had a solid plan for the morning, right? While the wallflower Fisher would have none of this reasoning, the Admiralty would be a little disingenuous when they subsequently complained. All had contributed to, and essentially approved, a Rules of Engagement plan that excluded night combat.



Using very accurate data, the German propaganda machine pointed out how Jutland was a victory in terms of ships and men lost.

The most legitimate criticism centers around a certain ‘pig-headedness’ on his part. It’s true, he got zero help from his commanders when it came to reporting contacts. Much of the pertinent intelligence from intercepts of German radio traffic was slow or not delivered at all. That being said, He did get some valuable data, but he refused to accept it because of the past failures and the fact it didn’t fit to what he had already decided. He saw with his own eyes battles taking place to his rear, but he assumed that it was just skirmishes between the destroyers.

But he was *trying* to put the Germans behind him by sailing faster to cut them off. The German destroyers would be screening the fleet, so *where did he expect them to be?* Somehow, he never thought that they might be headed eastward towards a different option than he had settled on.

Ultimately the issues with the failure of the British to head off the Germans can be summarized by the attitude “If the commander wanted me to take initiative, he would order me to do so.” All throughout the war, chances to change events were lost because what they ‘might’ do ‘might’ be

viewed as overstepping their bounds by their commanders. This evening, only the destroyer captains tried to engage the enemy. No one with weightier shoulders made any attempt to engage the enemy, report his movements or even THINK!

These were all tactical and political views. Strategically, it was a British victory. They held the field. They still had the numbers. The blockade in being remained and Germany continued to strangle from a lack of shipping.

The Kaiser's reaction was very similar to Hitler's in WW II. He totally clamped down on naval activities to prevent any more foolish losses. The unintended consequence was also a final loosening of the hounds represented by unrestricted U-boat warfare.

### Losses

#### British

113,300 tons sunk:

- Battlecruisers *Indefatigable, Queen Mary, Invincible*
- Armored cruisers *Black Prince, Warrior, Defense*
- Flotilla leaders *Tipperary*
- Destroyers *Shark, Sparrowhawk, Turbulent, Ardent, Fortune, Nomad, Nestor*

#### German

62,300 tons sunk:

- Battlecruiser *Lützow*
- Pre-Dreadnought *Pommern*
- Light cruisers *Frauenlob, Elbing, Rostock, Wiesbaden*
- Destroyers (Heavy torpedo-boats) *V48, S35, V27, V4, V29*

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- 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

### 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

### March

- 6 OHMS Meeting. MOM contest
- 14 RiverCon IV, Clairon Hotel, 1419 East 70th Street, Shreveport LA, IPMS/Red River Modelers, contact [JACK CRUMBLISS](#) (318)-828-4597
- 14 IPMS MCMA Showdown 2015, Dr. Pepper Center, 12700 N Stemmons Frwy, Farmers Branch TX, Metroplex Car Modelers Association, [Len Woodruff](#) 972-979-5722
- 20 OHMS Meeting. Program Night.
- 28 Great South Tigerfest XXII, St. Jerome Knights Of Columbus Hall, 3310 Florida Ave., IPMS/New Orleans-Flying Tigers Scale Modelers, [Richard Marriott](#) 504-737-9514

### April

- 4 OHMS Meeting. MOM contest.
- 18 OHMS Meeting. Program night. Build Night
- 25 IPMS Houston Modelmania 2015--Stafford Center, 10505 Cash Road, Stafford, TX 77477. Contact [Tom Moon](#) 832-512-0107