



# How to

## PATCH BATTLE DAMAGE (IN THE HULL)

by Wilton Peel

Most BB damage is nothing more than a BB size hole. I use to simply take a dime size piece of balsa and glue it from the inside of the hull over the hole. I used a big wad of "Tester's wood glue (gold tube-not green) to do this and after about a minute I would put some Ambroid on my finger tip and smear it over the patch from the outside of the hull to make the raw balsa water resistant. When I got home I would fill the small BB crater with spackling, sand and paint. This technique worked pretty well until I faced the dreaded Heavy Cruiser Scharnhorst.

Much to my dismay I realized that when my hull was shot in an old BB patch the entire patch would blow away, making a dime sized hole! Oh well, I can't help that... can I? Yes I can! Mr. Watkins showed me a better way. He took several pieces of brass to the lake side and used them to make a very small patch. This is the same type brass that we used to make our stuffing boxes. Mr. Watkins had used an exacto to sharpen the insides of one end of the brass. (figure #

USN). Then he would put the brass over the hole and rotate it until a small round hole was cut out around the BB hole. Next he would take another piece of sharpened tubing that was the next size larger and cut a round piece of balsa out of a scrap piece of balsa. This piece of round balsa was smeared with ambroid and fitted into the hole he had cut in the hull. It fits perfect! After about a minute Watkins would put a drop of ambroid on his finger tip and smear over the patch.

I tried it and it works pretty well. The thing I like most is no more dime sized holes! O.K. Scharnhorst, my Hood is ready to even up the score!

### Jeff's 82-83

Due to the lack of information received thus far, the 82-83 edition will be combined with the 83-84 edition. Kay & I will bring a 35mm camera to the '84 Championships and will take our own pictures of the contestants and ships. We wish to thank Chris Lawson who gave us his ship's picture and info before the '83 Championships were over; And also thanks to Joe Silini who responded less than a month later.

The 82-84 edition will be ready by Oct. 1st. 1984 and if we do not have a picture and/or info on a person or ship he and/or it will be excluded.

MAY THE FLEET BE WITH YOU, & GOOD HUNTING

Jeff & Kay Poindexter

### Blow Your Ship Up For A Buck

O.K.-Fluegel here is the deal. I do photofinishing for the professional trade in the New York area. I am also interested in R/C Combat and have been asked by fellow R/C Combatants about enlargements of their ships.

I can enlarge any color negative (I prefer 35mm or larger negatives) to the maximum print size of 24x30". One note on instamatic negatives, they are very small and will not enlarge very well past 8x10".

5x7--1.00

8x10-1.80

11x14-5.50 add 3.00 first class mail

16x20-15.00

20x24-25.00

24x30-35.00

Here's the catch, enlargements can only be made from color negatives I.E. no prints or slides. Also there must be a model warship in the photo. I want to help all of those captains that have poor photos of their ships. All prints are made on Kodak paper and will be cropped to your suggestions. All large prints will be shipped in a mailing tube.

Carl Camurati

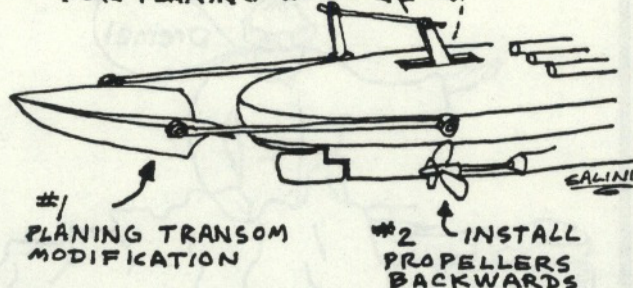
Meadow Color Lab

65-60 Fresh Meadow Lane

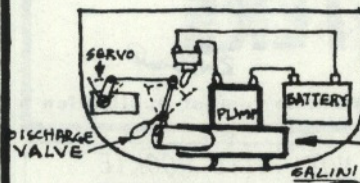
Flushing, New York 11365

## ITALIAN SECRETS

SERVO CONTROL  
FOR PLANING HEIGHT



ITALIAN WARSHIP BATTLE SECRETS #1 & 2



SCUTTLING PUMP  
CAUSES SHIP TO  
SINK BEFORE THE  
ENEMY ARRIVES,  
THUS RESULTING  
IN ONLY 100 POINTS  
LOST.

ITALIAN WARSHIP BATTLE SECRET #3

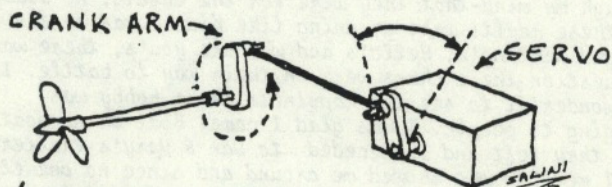


QUICK-ACTING SCUTTLING  
SCOOP OPENS DURING HIGH-SPEED  
REVERSE OPERATION FOR SCUTTLING  
IN LESS THAN 6 SECONDS.

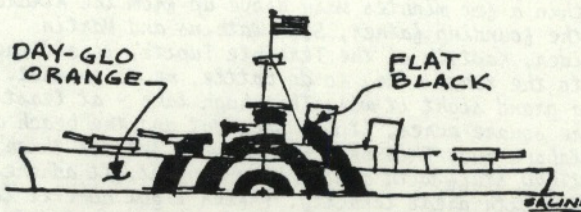
ITALIAN WARSHIP BATTLE SECRET #4

ITALIAN WARSHIP BATTLE SECRET #5

IMPROVED DRIVE SYSTEM TO REPLACE  
THE HAMPSTER CAGE DRIVE:



1. OPERATE SERVO BACK-AND-FORTH FOR FORWARD.
2. OPERATE SERVO FORTH-AND-BACK FOR REVERSE.



SECRET ALLIED CAMOUFLAGE PAINT SCHEME

The final count down is approaching. This is the next to the last Hull Busters before Nationals. I hope all those new ships are nearing completion so that you can get some stick time before going into combat. Other components (preplanning) for the Nationals need to be falling into place also. One big one is vacation time. Don't forget the week after July 4th. That's July 9 through 13. I'm sure there will be a few folks sticking around the Saturday after Nationals if you want to plan for some battling then.

Last year many of the combatants stayed at the Battlefield Inn. We had a mixture of Axis and Allied there with no major battles after hours. I think most people enjoyed the comradery at the motel, for what little time we spent there. I'm not advocating this motel over others, but it was reasonably priced, gave a weekly rate and was close to the lake and workshop. At any rate, it's time to consider a place to stay if you want to get a weekly rate.

One last thought - when you are actually ready to make room reservations, don't shy away from getting roommates of other R.C. Combat folks. Believe me - you won't be in the room that much so even if it doesn't work out, it won't be bad. In the two years I've gone to Nationals, I've roomed with people I'd never heard of and folks that I'd only talked with by tape. We've been stacked up, four to a room, and in some instances we all became family. So if you've been talking tapes to someone that's going to Nationals, take a chance and make a life long friend.

Fluegel tells me that he is getting a few questions about what to take to Nationals. Everyone has their own needs and favorite tool, but there are some things we never have enough of. Bring a long extension cord. At least 10' long, longer if you have it. Small hand tools such as a drill, soldering iron, and the dremel hand tool are more than a little useful. You don't have to be prepared to build a ship, but you should be prepared to rebuild, that is, fix everything on board. That includes guns, pumps, motors; all those things that make the ship work. There's always a chance that you'll burn out a motor, blow a fuse, etc. and the local parts store won't have what you need. I'll never forget my first day at my first Nationals. My super-duper water proof servo stripped its gears. With no extra servo or replacement gears I could have been out. Luckily, someone else helped me out. As soon as I got home, I ordered replacement parts for all my servos. Maybe you should do that before going to Nationals. I've also seen transmitter/receiver battery packs go bad during a week of hard use. There is a hobby shop in Springfield that met most of our needs last year, but I'd suggest having as many replacement parts of your own as possible, even down to a replacement bilge pump and radio battery packs.

Fluegel also tells me that he is getting questions about NAMBA insurance and the reported requirement for safety valves on the freon tanks. It is still possible that NAMBA may require the safety valve. I think the safest bet is to fix your tanks so that you could simply screw in a safety valve. Personally, I think the safety valve idea is great and support it; however, the valve will be required only if NAMBA requires it. With or without the safety valve, you better vent your freon tank properly before use. If you don't understand what I mean by vent, then don't put freon in your tank before talking to someone who does, preferably someone that survived an explosion. Along, these same lines - NAMBA insurance covers only certified pressure vessels. Accidents resulting from non-certified pressure vessels are not cov-

ered. The tanks from Model Warship Products, the ones most of us use, are NOT CERTIFIED. Moral of the story - use a safety valve and properly vent your tanks. There is some good news in all this. We do have the same insurance package from NAMBA that we have always had. There are two provisions; one I've already covered - certified pressure tanks and the requirement for eye protection. We have eye insurance provided the injured party is wearing some type of eye protection. That means our own rule regarding safety glasses will be STRICTLY ENFORCED! For us non-glasses wearers, I've found honest to goodness industrial safety glasses to be the least bothersome - that's not as good as comfortable, but it's the best I can do. At any rate - have safety glasses of some type, and wear them, or don't even bring your ship to Nationals.

Well, there's lots to do yet, join NAMBA, build boat boxes, find comfortable safety glasses, put the finishing touches on your ship and make room reservations.

In next month's issue, I'll cover entry fees and last minute details. Well, with all the stuff to do, I guess I better get busy.

See you at the lake.

Happy P.S. Battlefield Inn #417-883-1340



"STARTING TOMORROW I DON'T WANT YOU TO WASH MY WARSHIP COLLECTION"

#### RULE SUGGESTIONS

- 11.) All surface vessel types not listed in rules shall be legal and their offensive/defensive unit limits set at the annual rule change meeting.
- 12.) Pumps shall have only one water inlet, one 1/8" th. outlet and may not pump more than 1/2 gallon per minute.
- 13.) Speed of a combat warship shall not exceed 100 ft. in 25 seconds.
- 14.) All ships shall have a hull hardness of no more than (8"), (10"), (12") per the 'BRASS ROD THRU BRASS TUBE' test.
- 15.) Only ships that were active during WWI thru WWII shall be legal.
- 16.) The goo that collects on the bottom of R/C Warship Combat ships, from this day forward, shall be called 'Gluegels'.
- 17.) All ships from lt. cruisers to battleships shall have their offensive/defensive limits raised by one. BC & BB shall still be limited to two side mounted guns only.

Jeff, Kay, & LaDonna Poindexter

By: Flip Fluegel

Yesterday, I tested my super pump and found that it wasn't super, just a good, run-of-the-mill pump. That means its declassified information.

The first thing you need is a Reedy Stock 05 Motor (\$17.50). I realize many ships can't legally have that motor and if that is your case then try it with the best motor you can have. This pump draws 7 amps, pumps water 5 to 6 feet straight up and moves 5 to 6 quarts per minute. I imagine that's better than most pumps; however, it's still not the killer pump I had wanted.

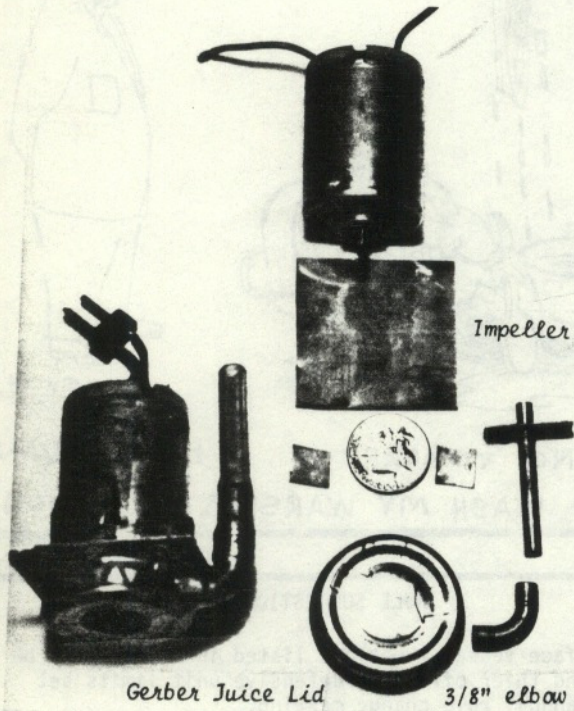
This pump is a combination of Flip Milholand's Penny Pump, Fluegel's Gerber pump and McDonald's Quarter Pounder. These instructions are accurate only for the 05 pump, as seen in the photo.

Once again, go to your local grocery store and buy some Gerber Juice, not Gerber food but the juice. Drink the juice and keep the lid, buy two bottles incase you make a mistake, oh heck, buy a whole 6 pack and invite your neighbors over. Next send \$13.95 to Hull Busters for a quarter. You will also need a sheet of K & S Brass (I don't know what thickness but it cost 80 to 90 cents and was 2" x 10"). I used a 3/8" sweat copper tubing 90° lb. for my exit and it worked well. In the world of R.C. Combat, one uses what one can find. The last item is 5 minute epoxie. I presume you have a drimel motto tool and those thin metal cutting disks, if not, get one!

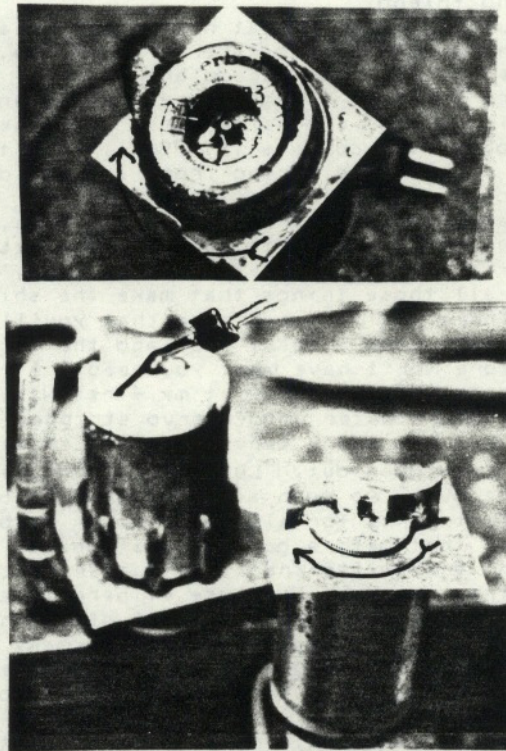
Construction; first take the K & S brass and cut a 2" x 2" square. Drill a 1/8" hole in its center. Next drill an 1/8" hole in the center of the quarter. This is not as easy as one might think. It took me 5 quarters to make 3 pumps. I start with a 1/16" bit and if it is not centered I spent it. Oh, it doesn't have to be perfectly

centered, in fact, I built 3 pumps, one sloppy, one normal, and one NASA and they all pump the same. While you are drilling you may wish to drill 4 holes in the corners of the 2" square for mounting purposes.

Now take your quarter (I use the bicentennial type) and cut (with your drimel tool) two slots in its edge. The slots should be approximately 0.224" deep. They should also be at a slight angle (fig tree). Next sodder in the impellers. Make them flush on the birdy side of the quarter and too tall and long on the face side. Next take a dab of epoxie and tack the 2" square to the face of the motor. When it is dry put your quarter on the motor shaft, shim it up just a little and sodder onto the shaft. Use minnimum heat and douse your burning motor with some water a few seconds, after you are done (sodder with a turch and use fluex). Remove the shims, remove the rubber seal from the inside of the gerber lid, cut a hole out of the Gerber lid along the lines on the lid that shows one which direction to twist the lid to open the bottle, answer the phone, using the drimel, cut the impellers to size where they can completely fit into the lid. Eposy the lid on, etc. etc. ext. I believe you can intuitively complete the pump. Let me say you will need to be sure the 1.) pump motor, 2.) impeller tips and 3.) exit port will all need to be coordinated together as I did. That is to say, she don't pump so hot if the motor runs backwards or the outlet is attached at the wrong angle. Also, in order to reduce surface friction, the outlet tube should not be 1/8" ID for the complete length of the discharge plumbing, only the last inch or so. I used motorcycle fuel line as the transition from 3/8" elbow to 1/8" ID exit. I am sure there are better ways, but Hey! there is a war going on, and I want to play!



How to



OBSERVATIONS OF THE FOUNDING FATHER

As the originator of this enjoyable sport/hobby, I have watched it grow as a father watches his child(or children) grow. There is pride and disappointment. But above these reactionary emotions there is an overiding interest in the well being of that child.

Reactions to events of the last few months have spanned the limits of these two emotions.

With pride I sat back and watched the hull toughness testing idea go from obscurity to firm reality. Well done my child. A great move toward fairness to all combatants with very definite bonuses of safety enhancement.

I have seen the individual and collective combatant ingenuity expressed in inovations in our micro-worlds' technology. Better pumps, better drive and turning systems, better workmanship, and better guns. My operable but crude original technology has all been greatly surpassed. And, that is good.

But in watching I have also perceived weakness in the child. The weakness of most concern is the lack of maturity in a few areas.

Maturity, what is maturity? This father defines it as the depths to which an individual analyzes the consequences of his actions before he begins to take them. continued on next page

Numerous observations of Combatants has revealed there is a commendable maturity in most areas. However, there is noticable lack of maturity in the area of Safety. This lack has once again made itself evident in the specific area of gun safety. Since this gun area is the unique thing about our hobby it is perhaps the one area where we cannot afford to be immature. We are the pioneers in this area and we must not only "write the book" on gun safety, we must write "mature book".

As in the other areas of our young technology, efforts are continuing to develop better guns. There is obviously lots of room for improvement. Better "on command firing", less tinkering, improved shot consistency, etc.

Recently, however, a new term has been associated with these improvements. Increased POWER is being heralded as a desirable goal.

Indeed it seems to be a significant improvement. After all, it will improve the score of the combatant who has more powerful guns. It will allow penetration of hulls at shot angles that would result in a glancing BB from a lower power gun. It will allow hits outside of the enemies penetrating range.

But if the maturity analogy is applied a somewhat different "by product" is seen. The range of eye injury is increased. The danger of accidental blindness is increased. This is by no stretch of the imagination an improvement. Is it an acceptable increase in risk? Weighing the good points against the

bad points reveals that perhaps it is a selfish advantage. A combatant can gain a few points and possibly blind one of his best "friends". Not a pleasant thought.

Of course he might blind a member of his family or one of those curious spectators.

Sobering isn't it? The danger is already there my child, let's not increase it. Maturity means we must consider these facts

One reason that hull toughness testing was a welcome was that its "by product" was the actual lessening of the need for gun power. Perhaps a more consistent firing gun could even work well with lower muzzle velocity than the peak power shots of the old Mk IX. Less chance of blinding someone. I like that I'll bet you do too, my child.

So keep on working on better guns but remember more powerful is not better. Safer is better. A hint to the mature is sufficient.

Let's Battle SAFELY  
*Stan*

P.S. I am seeking to assure that it will be a requirement that every combatant must have a safety valve on his tank before he can battle. Maturity can be inconvenient. But if we do not regulate our own safety someone will do it for us in a manner even less to our liking.

R/C COMBAT TYPES

Well, I need to fill some space so...here we go again. The people with the ☆ are district coordinators, they are people you new comers should get to know. The people with a ● are tape talkers, they are also "people for New Comers"...sounds like a slogan for a species about to be extinct. 1 = President, 2 = Vice-President, 3 = Contest Director and Treasurer, 4 = Secretary...(the Odd Squad or the executive board).



● Bob Amend/Apt 3302 Club House  
☆ Dr./West Dept. Ford, N.J.08066

Nicholas Starace/9 Fielding Rd  
Short Hills, N.J. 07078

Harry Deveau/154 Ashland Ave.  
Bloomfield, N.J. 07003

Bill Hahn/28 Dwyer Rd.  
Wayne, N.J. 07470

James E. Carter/47 Camardo Dr.  
Wareham, MA. 02571

John Delay/104 Quinapoxst St.  
Jefferson, Ma. 01522

Huck Finn c/o Dennis fleck  
Box 99 Holland Road/Far Hills  
N.J. 07931

Ross Bell/91 Oberlin Dr./  
Warwick, R.I. 02886

Paul Grosinski/1752 Burnet  
Ave./ Union, N.J. 07083

Larry Schmid/ Box 302/Tucka-  
hoe, N.J. 08250

Dwyer Q. Wedvick/P.O. Box 36  
HOHO-kus, N.J. 07423

Jose M. vilar/831 sip st./  
Union City, N.J. 07083

Qual M. Grosinski/ 1752 Burnet  
Ave./Union, N.J. 07083

Larry Deveau/154 Ashland Ave.  
Bloomfield, N.J. 07003

R. Dietzsch/532 Highland Ter-  
race/Brick Town, N.J. 08723

HTC Gregg Yale USA R-Div/USS  
Ticonderoga CG-47/Ppo New  
York, N.Y. 09588

M. Firestine/PSC #1 Box 3937/  
A.P.O. N.J. 09127

Rafael Steinback/444 W. 49th  
St. Apt G2B New York City,  
N.Y. 10019

Charles Gonder/G Benjamin st.  
Glen Head, N.Y. 11545

● C. Camurati/Meadow Color 65-  
60 Fresh Meadow Lane/Flushing,  
N.Y. 11365

Robert Forbes/ Forbes Building  
60 fifth Ave. New York, N.Y.  
10011'

Michael Williams/1826 Barnes  
Ave./Bronx, New York 10462

Patrick McGrath/50 Tanager Rd.  
Monroe N.Y. 10950

Glenn van Cott/ 32 Grove st.  
Cold Spring Harbor, N.Y. 11724

Tim Forbes/ 366 Broadway/New  
York, N.Y. 10013

E.A. Brumm/714 Atlantic St.  
Bethlehem, Pa. 18015

Kenneth Gutwein/3360 second st.  
Oceanside, N.Y. 11572

Richard Moore/P.O. Box 156  
Hatfield, Penn 19440

Tom Darby/Rt. 2 Box 460  
Inman. S.C. 29349

Martin Hayes/113 Chestview Dr.  
Annapolis, MD 21401

Mark Booker SSgt. USAF/4405 At-  
lantic Ave/Fayetteville, N.C.  
28304

Martin Rudholzner/1632 North  
Kerr Ave./ Willmington, N.C.  
28405

Wayne Mathews/204 Ilex Dr./  
Grafton, Virginia 23692

Louie Louchant/8238 Barkwood  
Dr./ Norfolk, Virginia 23518

Michael W. Deskin/7469 Well-  
ington Rd. Norfolk, Va. 23505

C.A. Beyer/2522 Berkley Ave.  
SW/Roanoke, Virginia 24015

John Ciccone/B 703 1435 4th  
St. SW Washington, D.C. 20024

J.P. Vanover/614 18th Ave. N.  
Jacksonville beach, Fla. 32250

James Jennings/602 B. Chatua Dr.  
Muntsville, Ala 35801

3 ● Terry Darby/Chillhowee Ranger  
\* St./Tallassee, TN 37878

● Dan Hamilton/Rt 3, Box 558  
Decatur, Ala 35603

Loy Rasmussen/ P.O.Box 32  
Leesburg, Ala. 35953

Joseph P. Foxworth/2890 Jackie  
Ln./Atlantic Beach, Fla 32233

Larry Manofsky/8736 Wimbledon/  
Knoxville, TN 37923

Dale Beaver/Rt #8 Box 38/Mary-  
ville, TN. 37801

J.A. West/ 2094 S.W. Pitts  
Ter/ Stuart, Fl 33497

Larry Bruce/577 William Ellery  
St./Orange Park, Fla. 32073

Bob LeMaster/118 Shady Brook  
Circle/Dickson, Tx 37055

Larry Bruce/577 William Ellery  
St./ Orange Park, Fl. 32073

Capt. David G. Evans/110 Austin  
Loop/Ft. Benning, GA. 31905

Leon Stone/414 W. Broadway  
Princeton, IN 47670

Rick Steinport/910 Elmdale N.E.  
Grand Rapids MI 49505

Chris Pearee/ 146 N. Hayes/  
Lapeer, Mi. 48446

L.R. Uceny/ 1523 1/2 Elwood/  
South Bend, IN 46628

Rick Steinport/910 Elm Dae  
N.E./ Grand Rapids, Mich. 49505

Joe A Reich/117 Wadsworth rd.  
Wadsworth, Ohio 44281

Steven Wellnau/12114 Arlington  
Rd./ Berlin Heights, Ohio 44814

James B. Runyon/400 Skyline  
Park Dr./Hopkinsville Ky 42240

Dave Ziegenben/Apt 381/1800  
Grand Ave./West Des Moines, Ia.  
50265

Bennis Murphy/3526A Lansdowne  
Dr./ Lexington, KY 40503

Ted Neal/1820 Fieldcrest Dr.  
Owensboro, Ky 42301

Dominick Olivito Jr./ 74 Penney  
Rd. SW/Carrollton, Ohio 44615

Alfred Bransdorfer/508 Glendale  
Clare Michigan 48617

\* Bob Spychalski/1514 Charmaine  
/Toledo, Ohio 43614

M.J. Mitkins/9146 Chamberlain  
Detroit, Michigan 48209

Steve Metzler/2608 Lone pine  
Rd./ Farwell, Michigan 48622

Ronald Picard/630 Bacon Road  
Saginaw, Michigan 48603

Richard Braske/2181 Wetters  
Rd./ Kaw Kawlin, Michigan  
48631

● David J. Oswald/3209 Travis  
St./Lexington, Ky 40502

C.M. Brock/4201 N. Ball/  
Muncie, Ind. 47304

Eric Noble/32782 Briarwood  
Avon Lake, Ohio 44012

Steven Schultz/22511 Masch  
Warren, MI 48091

David Ziegenbein/1800 Grand  
Apt 381/W. Des Moines, Iowa  
50265

Richard Schuldt/2161 S. 75th St/  
West Allis, WI 53219

Joseph Massop/ P.O.Box 311/  
Mapleton, 56065

● Wayne Stevenson/6134 Twin Oak  
Dr./ Greendale WI 53129

Greg Yale/3208 Diamond Eight  
Terr/Apt 101/St. Anthony,  
Mn 55421

\* Steve Milholland/r. 9 Box 492  
Springfield, Mo 65804

James Brower/216 Mandel Ln.  
Prospect Heights, Ill 60070

Lawrence Lawless/Box 1194 RR  
# 3/ Crete, Ill 60417

David Ekker/119 S. Dodson  
Urbana, Ill 61801

Richard Christensen/523 Prairie  
St./St. Charles, Ill 60174

Joslyn Neil/1503 Jenkinson  
Waukegon, Ill 60085

John Lawrence/104 Park Ave.  
Apt. F/Morris, Illinois 60450

Clifton Brooks/ Somewhere in/  
Tucson, Arizona Zippity do da

L.F. Smith/Rt. 3 Box 37/  
Willow Springs, Mo. 65793

Welmur Krueger/For A's Inc.  
583 Broadway/Westwood, N.J.  
07675

R.A. Fabian/R2, Box 69/peo-  
tone, Ill 60468

Ed Bodard/1925 pierce Rd.  
Hoffman Est., Ill 60195

Ray Littlefield/2102 Lewis Ave.  
Zion, Ill 60099

Tim Johnson/423 Toluca  
Alliance, NE 69301

Robert Hughes/217 Arrowhead  
North Aurora, Ill 60542

● Thomas M. Jass/312 E. Circle  
Ave./Lombard, Ill 60148

Mike S. Banta/Rt 4 Box 125-  
1A/Coffeyville, KS 67337

Keith Wexler/1082 Melvin Dr.  
Highland park, Ill 60035

Michael Jay Kelly/140 Ensena-  
da/carpenteraville, ill 60110

Jehn Rhodes/3164 S. Glenhaven  
Springfield, Mo. 65804

William Everett/2401 Gairloch  
Dr./El Paso, Tx 79925

Dr. David Garrett, III/101 Bar-  
bie/Rogers, Arkansas 72756

Bill Friedman/6713 Kawanee  
Metairie, La 70003

Frank Knapp/1701 E. Farrall #  
75/ Shawnee, Ok 74801

Don W. Shanks/2604 Ave. G  
Lubbock, Tx 79404

V. Smart/Rt 7 Box 774  
Alvin, Tx 77511

David D'Orrycott/6514 23rd St.  
Lubbock, Tx 79407

James West/1255 Iris  
Amarillo, Tx 79107

Tom Pace/5142 Leland  
Amarillo, Texas 79110

Martin Schnedier/3518 Rutson  
Amarillo, Tx 79109

Don Jackson/1314 Withers  
Amarillo, Tx 79108

Gaylon Nepper/P.O.Box 8447  
Amarillo, Tx 79114

Robert Rose/2035 Sumeret Dr.  
Beaumont, Tx 77707

Michael N. Spaeth/1806 Quail  
Run/Muskogee, Ok 74401

Jesse Furqueron/4937 Courtside  
Drive/Apt #226/Irving, Tx 75062

Wally Wales/1800 Greenwood Rd/  
McKinney, Tx 75069

Gilbert Dawson/15426 Cira Vale/  
Houston, Tx 77083

James Merson/P.O.Box 611  
Breckenridge, Tx 76024

Gerald Roberts/918 W. Lakeside/  
Lot #5/Corpus Christi, Tx 78418

Warren Fulks/1428 North Trail/  
Carrollton, Tx 75006

Tom Egelston/P.O.Box 469  
Snyder, Tx 79549

Roy Hill Sr./ 738 Greenland  
Way/Grand prairie, Tx 75050

James Poster/6702 Capriola Dr.  
Austin, Tx 78745

Brian Eastin/147 Moore Rd.  
Coppell, Tx 75109

Ralph M. Bohm/17906 B Van Rd.  
Houston, Tx 77049

2 ● D.W. Fluegel/3524 Gray Drive  
\* Mesquite, Tx 75150

Van Buffalo/53 Tallyho  
Little Rock, Arkansas 72207

Bob Lyon/1016 E. 36th Pl/Tulsa,  
OK 74105

J. Turner/22203 Lemon Grove  
Spring, Tx 77373

Jeff and Scott Lide/5414 Coro-  
nado Dr./ Garland, Tx 75043

\* Ted Cooper/911 Piedmont/  
Sugarland, Tx 77478

Paul Fleming/210 Rice/Little  
Rock, Arkansas 72205

Aron Siebel/714 Salerno  
Sugarland, Tx 77478

W.E. Ekstrum/6350 Aider, Suite  
B/Houston, Tx 77081

David Haynes/ 4151 Russell  
Abilene, Tx 79605

Otto Walinski/1825 B south 14th  
Abilene, Texas 79605

Lowell Bayhi/1409 Haring Rd  
Metairie, La. 700 1

Paul Parisot/1615 Trailridge  
Arlington, Tx 76012

Stan Watkins/7700 Lamount  
Amarillo, Texas 79110

Jeff, Kay, LaDonna Poindexter  
3202 Vernon St./Amarillo, Tx  
79103

Bob Lyon/1016 E. 36th Place  
Tulsa, Ok 74105

Ralph Gibbons/1391 E. 8685 So.  
Sandy Utah, 84070

Robert Forst/9080 Aspen Dr./  
Thorton, CO 80229

Ralph E. Gibbons  
1391 E. 8685 S/Sandy Utah 84070

Federick Delarosa/2424 S. York  
#201/Denver, Colorado 80210

\*Dan Dees/11084 SW 81st  
Tigard, Oregon 97223

Arthur Morgenstern/16043 Tulsa  
St./Granada Hills, CA 91344

Robin Fisher/I-17 Albacore Cir-  
cle/Bangor, WA 98315

J. Salini/ P.O.Box 643/San Juan  
\*Capistrano, Ca 92693

James P. Digg, Jr./614 so 35th  
St./San Diego, Ca 92113

AEAN Richard Lyons/VXE-6 Avio-  
nics/PPO San Francisco, Ca 96601

Dick schleitweiler/2400 D St.  
Bellingham, Wa 98225

Paul Fleming/7617 67th Ave.N.W.  
Gig Harbor, Wa. 98335

Kevin Walker/ 6156 N. Loma  
Templecity, Ca. 91780

Brad Walters/2024 Wolcott Wy  
Modesto, Ca. 95355

Sean Findlay/12609 146 St. E.  
Puyallup, Wa. 98373

Robert Griffin/7727 Blackberry  
Anchorage, Ak 99502

Gordon Mackay/ 416 N. Forest St.  
Bellingham, Wa 98225

Douglas L. Weed/1830 Jefferson  
St./Napa, Calif. 94559

Dick Hargrave/7301 Lennox Ave.  
E-9/Van Nuys, Ca 91405

George Thomson, Jr./7982 Dag-  
get St./San Diego, Ca 92111

Thomas Williford/3403 41 ST.  
San Diego, Ca 92105

Jeff Trnavsky/1300 Adams Ave.  
# 2D/Costa Mesa, Ca 92626

Ross Adams/P.O.Box 365  
Suams, Wa. 98295

Salador Calcaona/ 9455 Hidden  
valley pl./Beverly Hills, Ca  
90210

Thomas Lane/1084 melrose Ave.  
Alameda, Ca 94501

E.L. McCoy, Jr./117 E. Morn-  
ingside St./Long Beach, Ca  
90805

Kenneth Matassa/2784 Cibola Ave/  
Costa Mesa, Ca 92626

Dan Shepard/1414 E. Main/  
Santa Maria, CA 93454

Douglas L. Cronkright/1265 Monu-  
ment Blvd #64/Concord, Ca 94520

Craig Headaul/1303 Ivy Road Apt  
62 Bromerton, Wa 98310

# How to make a smooth deck seam!!"

This article will assume that you are constructing a double deck seal type system.

1st. attach a sub-deck to the tops of your rib & keel framework as per fig. 1.



fig. 1.

2nd. take some per-sanded 1/8"x1/8" hardwood strips and attach them to the top of the outside edge of your sub-deck as in fig. 2.

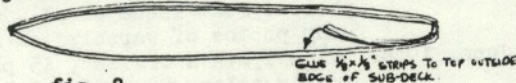


fig. 2.

3rd. place a second set of 1/8"x1/8" hardwood strips up against the first set as in fig. 3. (DO NOT ATTACH THESE PERMANENTLY.) Also remove center section of sub-deck.

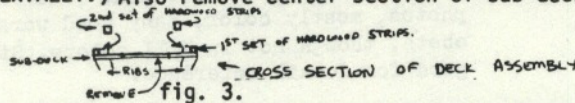


fig. 3.

4th. draw a pattern for your main deck using the inside edge of the 'second set of H.W. strips' as the outside edge of the main deck you are making. See fig. 4.

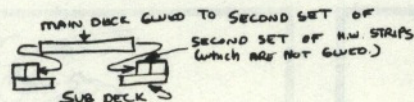


fig. 4.

5th. now attach (glue) the 'second set of H.W. strips to the outside edge of your main deck and fill in the gaps between the two with a wood filler product. See fig. 5.

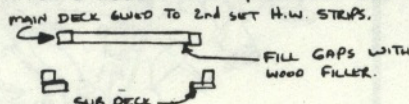


fig. 5.

6th. paint or otherwise finish out your deck color.  
By Jeff Poindexter

## MORE ABOUT R/C WARSHIP COMBAT RANK

By David J. Oswald  
Hullbuster staff writer



I don't know exactly when the term "rookie" became popular in the R/C warship combatant's vocabulary, but for some strange reason it never seemed right to me. Maybe I thought it was somewhat degrading. That's probably being a little harsh on the term.

At any rate, I looked the word up in the dictionary and found that it refers to a "raw army recruit". I knew there was something about that word that I didn't like. It makes me want to echo Stan's remark about, "Not in this man's Navy!"


Then I learned that the executive board was undertaking the task of defining the term "rookie". It was tentatively defined to identify a person with less than 500 points. I thought that sounded an awful lot like rank. I have nothing against rank per se, just a slight prejudice against the term "rookie", so I began thinking more about Stan's suggestion of basing rank on damage inflicted on the enemy.

This is sort of a rough draft to get you thinking more about rank based on points. I would like to see something like this to be applied to both Allied and Axis fleet. For example, regardless of nationality, if you see a combatant with a Rear Admiral insignia on his uniform collar, you will know that he has accumulated 25,000 or more points over the years. Something I am sure any of us would be proud to proclaim by means of a rank.

So the suggestion is: no promotion unless you administer BB holes and/or sink the enemy. Points could accrue from year to year. I have intentionally widened the point spread on the higher, more prestigious ranks.

Ensign	less than 500 points
Lieutenant J. G.	501 to 1000 points
Lieutenant	1001 to 1500 points
Lt. Commander	1501 to 2000 points
Commander	2001 to 3000 points
Captain	3001 to 15,000 points
Commodore	15,001 to 25,000 points
Rear Admiral	25,001 to 50,000 points
Vice Admiral	50,001 to 100,000 points
Fleet Admiral	100,001 or more points

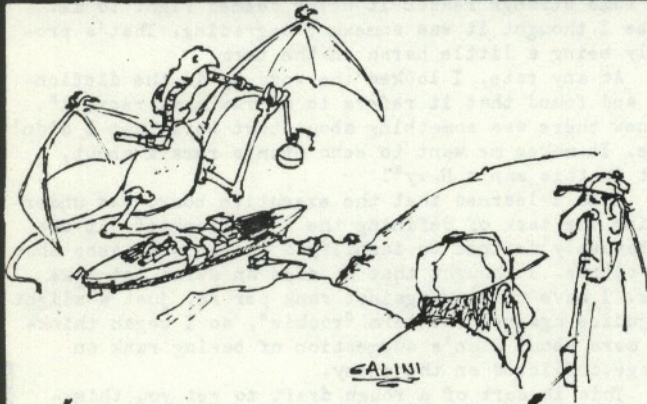
This column may come up from time to time to help the new comers of the hobby. It will usually be short, like this.



A serious problem that confronts all new comers to a first time championships is "Enemy Identification". Imagine if you will this scene. A first time battler, scared nervous anxious scared scared enters his first fleet event. After he barely returns from the battle he is embarrassed because he shot his partners ship and in his confusion sailed directly in front of his enemy's guns! His score is 15 pts. minus 40 ram penalty points for a total of -25 pts. The answer is to know your ships. Study the photos in Hull Busters and get to the lake early, so you can have time to set your ship up and study the participating ships. In time the butterflies will leave your stomach and your I.Q. will return, just be patient and survive.

See, that's what this article is about.

Another item that I am joyfully announcing is the "See & Say" Program. Tom Fass is its brain child and is kicking it off with the topic "How to Build & Plank Hulls"! I will let you know when its ready, it will be one of several in the program. To study Tom's drawings and hear the accompanying tape, send Hull Busters a large brown, self addressed and stamped envelop (or a dollar) and I will send you Tom's how to program. Hopefully in a few years, we could have a "See & Say" on Superstructure (by Dan Dees) Pumps by Fluegel, Guns by etc. etc. etc., and ineffect help you with your first ship from start to finish. Oh! This is a library, you will have to return it for other people to use. How about that, I used to be a junk mail peddler and now I am a Librarian. Thanks for the promotion, Tom!



"I TOLD YOU NOT TO SHOOT AT IT."

## U.S. WARSHIP RESOURCE MATERIAL

In the three-plus years since I got bitten by the R/C combat bug, I have accumulated a sizeable library of books pertaining to warships and naval history. The main purpose of this has been to aid me in building more accurate models. Plan sets are great for the basic ship but to build a good scale model I have found it necessary to refer to a lot of other sources, including photos. I have spent many hours browsing through used book stores searching for new material.

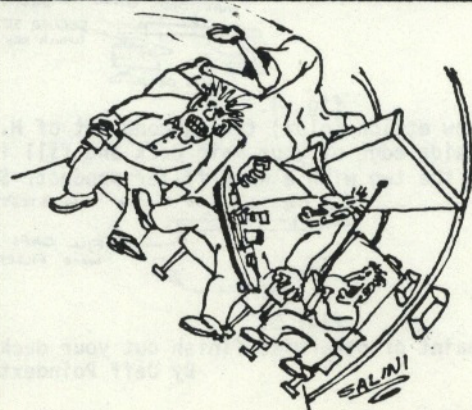
One valuable source I have found that should be available to most people is old National Geographic magazines. I should point out that this applies only to U.S. warships. Particularly, they are the absolute best source for details of camouflage paint, since many of the photos are in full color. Even though they are usually enhanced (retouched) with oil paints, I still consider them superior to any other source. So I decided to list the useful issues and what they contain. Maybe you can find them in your area:

- June, 1941: "Life in Our Fighting Fleet", 30 photos No color photos, but good photos of life aboard ship showing good close-ups of parts of the ships, particularly BB's.
- February, 1943: "Convoys to Victory", 24 photos No color photos, fair photos of DD's, DE's, corvettes, merchant ships.
- November, 1943: "Cruise on an Escort Carrier", 14 photos, "Pocket Carriers Fight the Submarines", 20 color photos. Lots of color, but mostly of aircraft. Some good shots of 40mm gun mounts.
- April, 1944: "Japan and the Pacific" No useful photos for our hobby, but 17 maps of "strategic isles of the Pacific"
- March, 1945: "Battleship Missouri Comes of Age", 11 color photos. Excellent camouflage shots, shipboard detail, Kingfisher floatplane.
- August, 1945: "Saga of the Carrier Princeton", 8 photos and map, "Take-off for Japan", 22 color photos. Many color, mostly of aircraft. Good shot of DD, excellent closeup of DE showing paint scheme from below the waterline.
- June, 1946: "Your Navy as Peace Insurance", 32 photos. Best issue of all, mostly color, many photos of warships of all types.
- June, 1948: "Midshipmen's Cruise", 45 photos, mostly color, many of U.S.S. New Jersey and U.S.S. Wisconsin, including good shipboard closeups.
- October, 1953: "Our Navy in the Far East", 40 photos, mostly color, many good warship shots, though not in WWII colors. Still good for detail reference.

Dan Dees

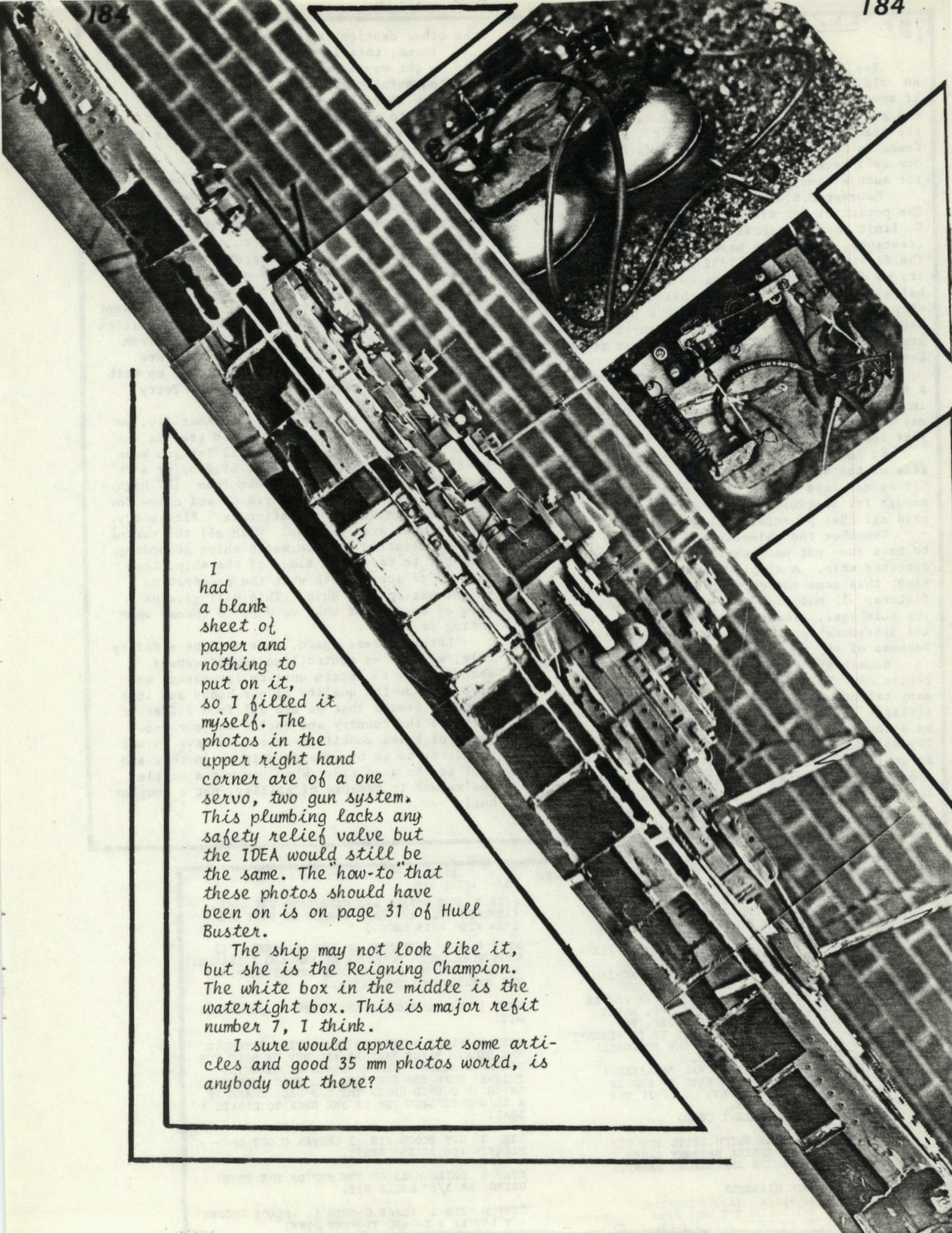
## ACHTUNG!!

DAS MACHINE IS NICHT FUR DER FINGERPOKEN UND MITTENGGRABEN. IS EASY SCHNAPPEN DER SPRINGENWERK BLOWENFUSEN UND POPPENCORKEN MIT SPITZENSPARKEN. IST NICHT FUR GEWERKEN BY DAS DUMM KOPFEN. DAS RUBBERNECKEN SIGHTSEERE KEEPEN HANDS IN DAS POCKETS. RELAXEN UND WATCH DAS BLINKENLIGHTS.



"LOOK DAD. I CAN MAKE THE PLANE TURN WITH YOUR SHIP RADIO!"





I had a blank sheet of paper and nothing to put on it, so I filled it myself. The photos in the upper right hand corner are of a one servo, two gun system. This plumbing lacks any safety relief valve but the IDEA would still be the same. The "how-to" that these photos should have been on is on page 31 of Hull Buster.

The ship may not look like it, but she is the Reigning Champion. The white box in the middle is the watertight box. This is major refit number 7, I think.

I sure would appreciate some articles and good 35 mm photos world, is anybody out there?

Yes, here we are again talking about an old OLD subject. First, I want to state: If someone (in possession of insurance records) did a study on the safety of R/C Warship Combat the results in money would be-- R/C Warship Combat's 10¢ to other R/C Boating's \$10.00. Now as I have said, I do not have the records for such a study. The above is simply my opinion.

However B.B.s do make some people nervous. The potential for disaster is there in the hobby. To limit these potentials, and obtain quality insurance, some rules have had to be invoked. The first of which was I/32 balsa. Let's face it, we don't need a bazooka to penetrate I/32 balsa. If you want to put a bazooka on your ship, that's fine with me. Just don't use it to battle. The cost in money and insurance coverage, to say nothing of pain, is just too high. Everyone ends up paying for your gun.

One way to prevent disaster is to buy a velocity meter and check each gun entered in a battle. This would be a great idea and may be implemented later. Right now these are just too expensive for me and our club.

So let's attack this problem from another side of the ship, if you will. Thinking, "If we can make a ship penetrable and sturdy enough for careful handling, why do we need all that powerful of a gun?"

Remember the objective of the hobby is to have fun- not necessarily to destroy your opponent's ship. A simple sinking will do. Also, this game competition depends on many factors. 1) Modeling (design), 2) Engineering (Linkages, electrical, inventiveness, etc.) and 3) Seamanship. Wars have been won or lost because of any one of the above factors.

Seamanship is the one I would like to center on. This aspect of our hobby involves many talents as well as ideas. I'm awful at linkages. I'm great at strategy and could be a top notch captain with a good ship. Try going in reverse when your ship only wants to go in circles. Just firing your gun can be frustrating when it takes 10 seconds to fire. Your enemy comes around and sinks you while you wait. As you sink stern first into the sea, your guns finally fire— a salute to

the other captians engineering ability.

To me, this is where true victory lies. Not in the way I made my gun more powerful than it should be or my I/32 balsa thicker. So when being inventive, remember to use good sportmanship as your guide. We all understand this and that's why we're a great group of people.

Insurance cost and availability has made it so we have to prove ourselves. The least expensive way we could devise was the Hull-penetration test. Right now the exec. board as well as others are trying to get our insurance problem concerning eye protection resolved. We would like to have this done by Jan. 1, 1985. In short, we don't have much time left. I have been hoping to have alternatives to present to you at the upcoming INTERNATIONAL Competition (yes, it is rumored there will be people from across the seas in Springfield). There are only 3 months left. If anyone can come up with another idea, please send it to me or Terry Darby. June is too late.

At the Easter Battle here in Amarillo, we will be using the Hull-penetration test as a guide for the first time. I will let you know how it goes. The test consist of dropping a 1/8" brass rod down a 3/16" brass tube from 12" high. This will give us some experience and allow for knowledgeable voting at nationals. Please try this in your area battles. With all the varying Hull-penetrating heights, match ships according. Remember to test both sides of the ship. Keep records of scores with what the penetration height was on each ship. This will give us more of an idea of what we want to choose when voting in July.

Let me stress again, this will be a Safety rule, as well as controlling competitiveness. When looking to obtain quality insurance, we have to show the quality of our hobby and it's people. Seeing that we are all from different parts of the country and world, and our knowledge of balsa modeling varied, we have to set standards to go by. Please help us in this and look at the good side. When you win a battle, you've won it because of ability, not a tougher hull.

#### HOW TO SET CONDITION ZEBRA ON YOUR SHIP. by Bob Amend

FIRST LET ME EXPLAIN THE TITLE OF THIS ARTICLE. ZEBRA IS A CONDITION OF READINESS SET FOR MAXIMUM BATTLE PROTECTION. ALL XRAY YOKE AND ZEBRA FITTINGS ARE CLOSED.

RECENTLY AT THE FALL SOUTHEAST REGIONALS I DISCOVERED THAT MY OLD LATCH DOWN SYSTEM WAS THE PITS. IT DID KEEP WATER FROM WASHING INTO THE HULL, BUT AT ONE TIME DURING THE FLEET BATTLE ON SUNDAY THERE WERE THREE PEOPLE WITH SCREW DRIVERS TAKING MY DECK OFF. MAYBE THAT'S HOW THE PRINZ GOT IN 11 SORTIES, THE PRINZ WOULD NOT HAVE SEEN 6 SORTIES IF IT WEREN'T FOR TERRY, TOM AND JOHN. AFTER THE REGIONALS I KNEW SOMETHING HAD TO BE DONE.

AFTER ALL MY BATTLE DAMAGE WAS REPAIRED I STARTED WORKING ON DIFFERENT WAYS TO SECURE MY DECK QUICK AND EFFECTIVELY. THIS IS THE METHOD I'VE DECIDED TO USE.

THIS IS THE MATERIALS I USED:  
DUBRO SOCKET HEAD BOLTS  
NUTS (SIZE DEPENDING ON WHICH BOLTS YOU USE)  
PLASTIC (I CUT UP MY EXCELL BATTERY CASE)  
WASHERS (USED IF SPACERS ARE NEEDED BETWEEN NUT AND MAIN DECK)  
DOWEL ROD 1/8 INCH DIAMETER

STEP 1 SET DECK IN PLACE. LAYOUT LOCATION OF 1/8" DOWELS. THESE KEEP THE DECK FROM MOVING AROUND. (ON MY PRINZ THEY ARE STAGGERED)

STEP 2 DRILL HOLES IN MAIN AND SUB DECK WITH 1/8" DRILL BIT.

STEP 3 CUT DOWELS AND GLUE ONTO SUB DECK. (REPLACE DECK AND SAND DOWELS SO THEY ARE EVEN WITH MAIN DECK.)

STEP 4 MARK LOCATION OF DECK LATCHES. (I HIDE MINE UNDER TURRETS, CRANES AND BOLLARDS.) \*NOTE MAKE SURE RIBS DO NOT INTERFERE WITH THE ROTATION OF THE LATCH.

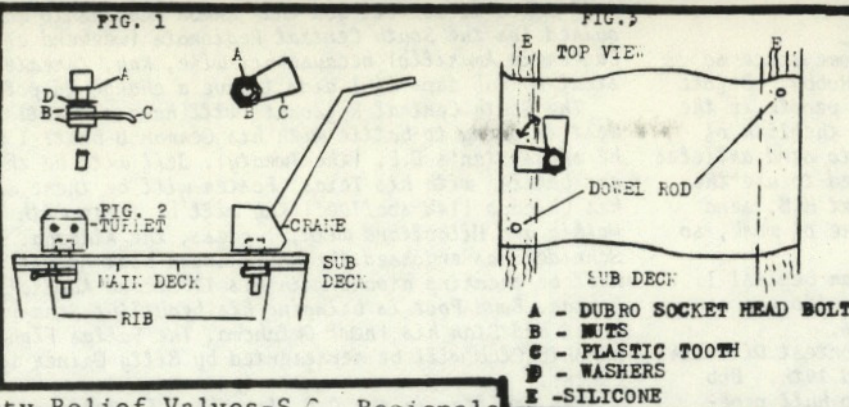
STEP 5 DRILL THESE HOLES USING A 1/8" DRILL BIT.

STEP 6 PLACE BOLTS, LETTER A FIG. 1 THROUGH THE DECK. PLACE WASHERS AND NUT ON BOLT FOR USE AS SPACERS. THESE SHOULD BE SLIGHTLY THINNER THAN THE SUB DECK, SO THAT WHEN THE LATCH IS TURNED UNDER THE SUB DECK THERE IS A SLIGHT TENSION PUT ON THE DECK TO CREATE A SEAL.

STEP 7 CUT TOOTH FIG. 1 LETTER C OUT OF PLASTIC (OR BRASS) SHEET.

STEP 8 DRILL HOLE ON ONE END OF THE TOOTH USING AN 1/8" DRILL BIT.

STEP 9 FIG 1 PLACE C ONTO A. PLACE SECOND NUT LETTER B ON AND TIGHTEN DOWN.



STEP 10 FILE DOWN C SO THAT FIBS AND HULL SIDES DO NOT INTERFERE WITH THE ROTATION OF LATCH.

FIG. 1 SHOWS ALL PARTS OF LATCH, TOP AND SIDE VIEW.  
FIG. 2 SHOWS LATCHES IN PLACE HIDDEN UNDER TURRETS AND CRANES. NOTE THE TURRET IS IN THE LATCHED POSITION, OF BATTLING POSITION. THE CRANE IS IN THE LIFTING POSITION.

FIG. 3 SHOWS ROTATION OF LATCH FROM A TOP VIEW.  
I HOPE THIS HELPS SOMEONE SOMEWHERE WITH AN ALTERNATE MEANS OF LATCHING DOWN THESE DECK. IF ANYONE HAS ANY QUESTIONS WRITE OR SEND ME A TAPE.

*Bob A. Lind*  
BOB A. LIND  
3302 CLUBHOUSE DR.  
WEST DEPTFORD, N.J.  
08066  
(609) 648-4421

**Safety Relief Valves-S.C. Regionals**

I have been approached by a certain N.A.M.B.A. official to make it mandatory to require that all ships entered in the Regionals will have a SAFETY PRESSURE RELIEF VALVE on all pressure tanks.

For the rest of this article a SAFETY PRESSURE RELIEF VALVE shall be referred to as SPRV.

I chose however, not to require SPRV's, but to offer an incentive to have one instead.

If two ships are battling and both are SPRV equipped there will be no (for the sake of a better word,) reward applied to either ship when one or the others SPRV activates during an on the water sortie.

However, if two ships are battling and only one is SPRV equipped, the following procedure shall be instigated.

1.) If the SPRV equipped ship is not on one of the "5 minute rules" and its SPRV activates during an on the water sortie, then that ship will be allowed to immediately return to shore to replace, reset, etc. its SPRV. It will also be allowed to refill the pressure tank on which the SPRV was located, and also it will be allowed to refill one of its BB magazines.

In the mean-time the non-equipped SPRV ship will be allowed only to dock close to shore in order to turn its radio receiver batteries off. However it must remain in the water, even if it is on one of the "5 minute rules." If the non-equipped SPRV ship is on a "5 minute rule" that "rule time" shall be put on 'hold' until the SPRV can rejoin the sortie.

The SPRV equipped ship will have only 10 minutes to get back in the water after its captain takes it from the water or the sortie shall be declared over. If the non-equipped SPRV ship sinks in a "5 minute rule" that is on hold it will still be counted as a legitimate 'sink'.

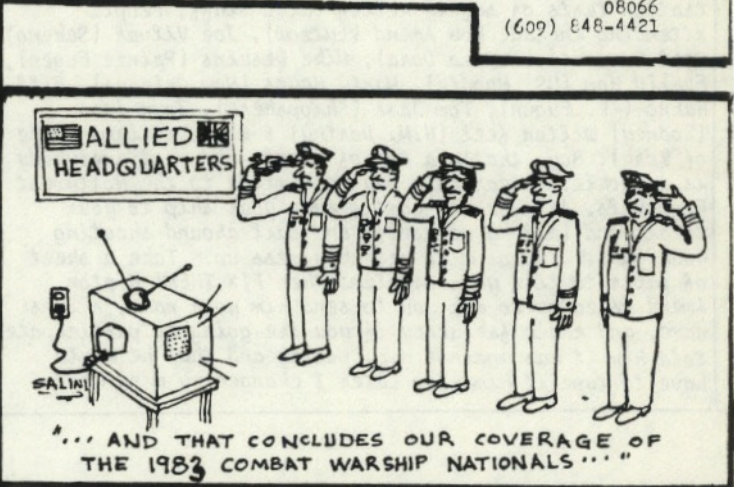
2.) If the SPRV equipped ship has called the (shall we say) SPRV 'rule' and that is not the problem then it will be put back in the water and shall be put immediately on the "empty magazine rule" for (8) eight minutes. The non-equipped SPRV ship will be allowed to retire if it wants to even if it is on a "5 minute rule."

3.) Remember, a hull hardness test will be performed on both sides of all ships entered in the S.W. regionals.

4.) Also, there will be safety pins in all guns at all times when the ships are not in the water. Only guns being test fired or being tweaked on shore are the only exceptions. A 50 point penalty per unpinned gun per each violation will be assessed. Eye protection is required!

4.) Last but not least, sinking after the '5 minute rule' up. My interpretation of such rules is the enemy has the right to fire on that ship for 5 minutes. But after that you must get your to shore without sinking. If the sinking occurs after the 5 minute rule is up it is still a combat sink. Unless there is no BB hole in hull then IX BATTLE CONDUCT Section H subsection 1 shall be in effect. MAY THE FORCE BE WITH YOU & GOOD HUNTING

By Jeff Poindexter



Close all water tight doors. Prepare for the 2nd Annual Southeastern Regionals to be held in Decatur Alabama May 5th and 6th. Entrance fee will be \$10.00 dollars plus \$5.00 per day feed allowance. Above fees will be due no later than Monday April 30th by mail. Send check or cash to Mary Hamilton. For further information call or write Dan or Mary Hamilton at 205-355-1563 or route #3 box 558 Decatur Al. 35603. This battle will be Nambu sanctioned. Lets battle (Dan and Mary)



Subscription  Change of Address

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_

Zipcode \_\_\_\_\_

Amount Enclosed \_\_\_\_\_

USA	Jun \$ 4.00
	Aug \$ 3.00
	Oct \$ 2.00
	Dec \$ 1.00
FOREIGN	Jun \$12.00
	Aug \$ 9.00
	Oct \$ 6.00
	Dec \$ 3.00

Do not subscribe for any past issues or overpay for 1985 issues. Enclose the amount for the remaining even numbered months of 1984. Advertising is \$2.00 per column inch (approx 8 lines). In the USA make checks payable to Hull Busters, outside of the USA send ONLY AMERICAN CURRENCY. Send to: Fluegel, 3524 Gray dr., Mesquite, TX 75150. Hull Busters does not sell guns, rules, info packs or anything else, only this Newsletter. CONTRIBUTING AUTHORS are vital! Send Articles typed, single spaced, title it and include a "By line". This is important, the length of your typed lines must be 4 3/4" long. Please use a ruler.

CONCLUSION-CALENDAR

Y-A-E-e-e, It's over! I have to fill some space so let's talk about what's happening in the Hobby. Before we deal with that, let me ask my favorite people in the world (contributing authors) to note that the 25th of every odd numbered month is the last day to send articles in for publication. I'm glad I didn't need to use the phrase "dead line". This means for the next H.B. send your stuff in by May 25. There, I took care of work, so let's play!

With the coming of warm weather, the war begins! I wonder if war is some sort of allergies to flowers or something? There are 3 big sanctioned wars.

Bob Amend (609/848-4421) is the C.D. (Contest Director) of the Northeast Regionals on May 18th and 19th. Bob told me there is a \$7.00 entry fee with no hull penetration tests or safety relief valve stuff. People attending include Bob Amend (Lutzow), Joe Vilvar (Scheno), Carl Camurati (Andrea Dora), Mike Deskins (Prinze Eugen), Farley Hop (US Noodle), Marty Hayes (New Orleans), Bill Hahne (P. Eugen), Tom Jass (Shropshire), John Jass (Rodney), Wilton feel (H.M. Dorthy) & Mike Williams (Duke of York). Boy, that's a lot of people and most everybody is a rookie. I fear this may be similar to the Northwest Regionals. All you new comers take your ship to your local pond (all by yourself) and sail around shooting your guns. Things will probably mess up. Take a sheet of paper to list your problems then FIX THEM! Kapton Amend asked me to ask you to send him your name, ship's name, and radio frequency if you are going to participate. told him it was against H.B. policy and that he would have to type it himself. Later I changed my mind when

Jeff asked me to tell you that NAMBA Membership was required for the South Central Regionals (weekend after Easter in Amarillo) because his wife, Kay, threatened to steal my hub caps if I didn't have a change in policy.

The South Central Regionals will have a first! James West is going to battle with his German U-boat! I hope he sinks Stan's D.E. (the Treaty). Jeff will be the C.D. and battle with his Texas. Foster will be there with his Chicago (14 1/2 soc/100') Kay will be there with the Maffia and Milholland with, I guess, the Alabama. Schnider has endorsed the NAMBA speed boat spirit and will be shearing around with his II Second Admiral Schear. Boyd Poot is bringing his beautiful Scharnhorst and Stan his (new) Oklahoma. The Dallas Fight Warship Club will be represented by Billy Gainer (P. Eugen).

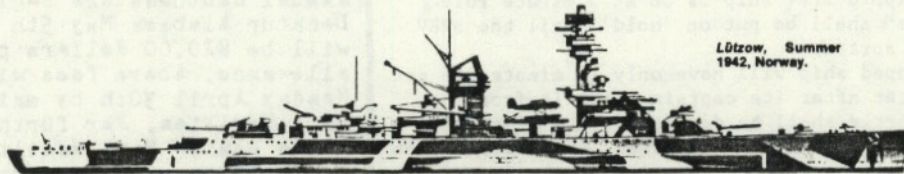
Dan Hamilton is the C.D. for the S.E. Regionals (No Hull Hardness test or safety valves required). The terrible Jasses will also make that regionals and maybe Wilton feel with his large Hood. Loy Rasmusin (Narvic Destroyer) Buddy Somebody (Narvic Destroyer) Dan Hamilton (Exitor) Terry Darby (Portland) S. Milholland (Maybe) and probably somebody I am forgetting will also bless this happening.

I do hope we can see some good photos and short but detailed battle reports for the next Hull Buster. I've invited Boyd Poot, Farley Hop, Wilton Feel & Clifton Itch to my own personal big battle. I am sure I will make several thousand points. The time and place is a secret, (dark glasses and gas masks required). Well, God Bless you all.

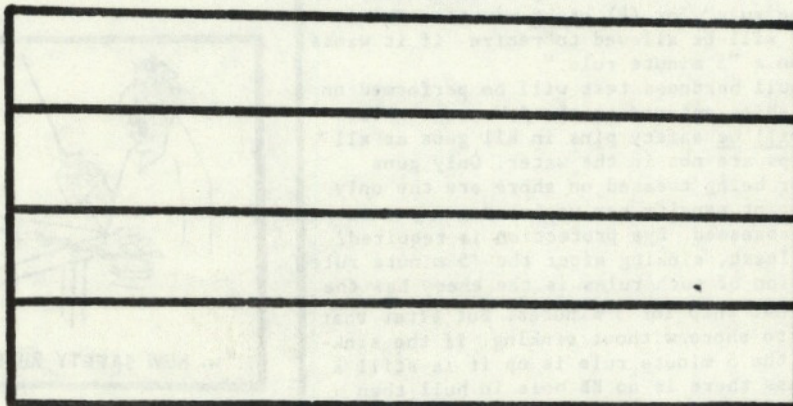
Warmest sentiment: Fluegel "The Magnificent"

*Fluegel*

D.W. OR KATHERINE FLUEGEL  
3524 GRAY DR.  
MESQUITE TX. 75150



Lützow, Summer  
1942, Norway.



Nurnberg, Spring  
1943, Norway.