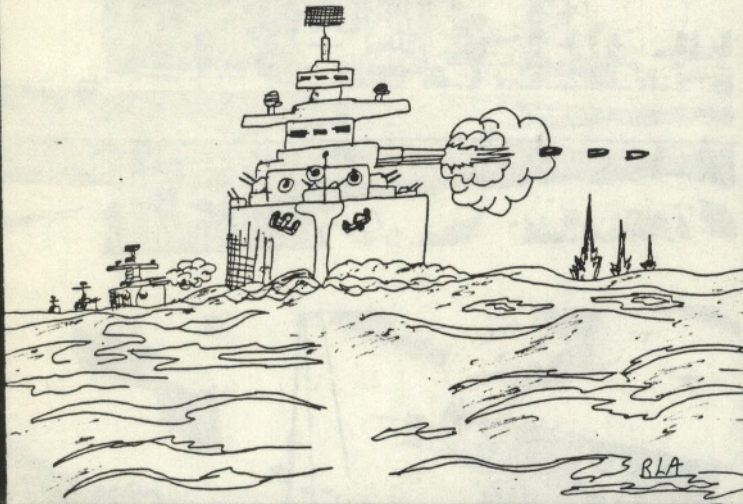


HULL BUSTERS

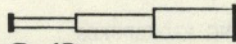
APRIL 1988



INTRODUCTION

Yea, it's Hull Buster time! Thanks to R.A.L. for the logo, I need more, you bored battlers. Well, we've got a new Contest Director, Foster can't make this years NATS so Dirty Dave Haynes has graciously taken his position, HE'S the first ever Axes contest director and if you want to see him there's a photo of him on page 514. Pretty Scary Huh, Allies. A tragedy has befallen Foster. ON march 8th his house burned down! They lost everything except a few clothes. His collection of tools and ships are no exception. At least they are safe. Maybe we should all have a fire extinguisher in our dock yards. You know, the Von Fluegel Travelling Trophy was also lost in that fire. It probably started it....gosh it was beautiful.

Observations of the Founding Father



By Stan Watkins

Greetings Combatants! First the history lesson. After all I am the Official Club Historian, so I have to present history occasionally. I really don't have to since by the time Fluegel gets articles into Hull Busters, they usually are History! Sorry, Flueg, almost kidding. Oh, before the history lesson here is the latest.

1. Fluegel is putting out a new song album called "All My Axis Live in Texas". It's typical Fluegel, no rhyme, no rhythm, no instrumental support, no good lyrics, and no talent! Wow, the truth really can be cruel. (I'm getting my revenge because he sang on my last tape, even after repeated specific warnings).

2. The plastic kit prototype Cleveland class Cruiser is progressing slowly. The rudder and motors have been installed. I think it is going to work. But first I have to get to work.

3. My house payment increased \$200 per month! That has really put a crimp in my "expendable income".

Now for the history. About 10 years ago the hobby was really getting near birth. In December the Fluegel Luftwaffe had tried to bomb the USS Ardmore. The Flueg bomber (Modified M.E.N trainer R/C Airplane) had crashed in a tree after several bombing runs on the Ardmore. On March 18 1978, Stan's USS Arizona salvaged the USS Ardmore as a demonstration for the Amarillo Wargame Club. One shot penetrated the Ardmore's hull about 1/2 inch below the waterline and she was beginning to sink. She was rescued before she became the first sink in history. An account of this action was printed in the Newsletter of the Wargame club that I received on April 12, 1978. On March 30, 1978 the Arizona (1/144 scale) with a Mk IV gun battled Jeff Poindexter's 1/160 scale Missouri (fitted with a Mk III). Hits were achieved but no holes were made. Then on April 20 (Hitler's Birthday) 1978 the Arizona shot a hole in the Missouri's hull that caused some leakage. It was the first actual battle damage done by guns. Yes R/C Combat did occur on April 20, 1978 in Amarillo, TX. Stan Watkins USS Arizona had, on the forth sortie, shot a hull hole in Jeff Poindexter's USS Missouri. So the Allies won the first ever R/C Warship Combat battle. The battle was well documented in both the Book #1 "Progress Reports Jan. 21-June 19, 1978" and in the "SEA WARS" manual. The battle tracks of all four sorties are shown as well as times that significant actions occurred. Examples of some of these actions were: Firt sortie ("Round 1") 5:45 Arizona out of control, 5:58 Arizona's gun won't work. Round 2, 6:13 Missouri fires, Arizona Magazine Explodes. Round 3, 6:27 Arizona Magazine Explodes. Round 4, 6:31 Arizona fires and scores Superstructure hits, Missouri fires, 6:32 Missouri holed, 6:34 Missouri fires, hits on Arizona.

The score by the early (pre-rules) scoring system was Arizona 100, Missouri 35. The ships both had only one gun and reed type radio control units. The Arizona had a F&M Matador 10 channel (5 servo) unit. On that same day I received my Orbit digital proportional R/C unit. I had traded two 1953 Hudson Jet automobiles for it. On April 27, 1978 Jeff launched his new USS Texas. The entry dated April 29, 1978 brings back sharp memories. "1. In front of 100 spectators and speed boaters (at the R/C speed boating contest) I dropped a 5 lb. weight on the USS Arizona." Needless to say that ended that demonstration of R/C Warship Combat.

More recently on Feb. 22, 1988 an article appeared in the Amarillo Daily News. This article was entitled "Warship Combat Club Dedicated to Life 'at sea' ", Subtitled "Radio Controlled Cruisers, destroyers, fight 'life-like' battles on area ponds"

This story detailed some history of the hobby and details of how the game is played. It was syndicated by the Associated Press and I recieved calls from Midland, TX and Tulsa, Oklahoma. The hobby still is a newsworthy story. Well have fun and

Let's Battle!

Stan

ABILENE BATTLE REPORT by Wade Kohn

It was ten hours from New Orleans to Fluegel's stronghold in Mesquite, ten hours down Eisenhower's interstates, with the Lutzow tucked away in the back of my conspicuously Axis pickup, ten hours with one eye on the road and the other on the mirror, watching for the typical Allied scum sneak attack that, typically, never came, ten hours dreaming of lining up shots on the bulkhead of some unsuspecting ship: in spite of all this, I was late. Three hours late. Fluegel, on my arrival, gave me a snappy Axis salute, then denounced me as a fifteen-consonant surnamed Balkan stooge for being tardy. I felt right at home.

Inside, Scott and Jeff Lide were aiming darts at a poster of the Missouri. After taking on provisions: a bunch of grapes, two corn dogs, and a beer; and a brief tour of the Fluegel dockyards, we were underway, bound for Abilene. I'd hoped for a look at the Lide dockwards but my late show squashed it.

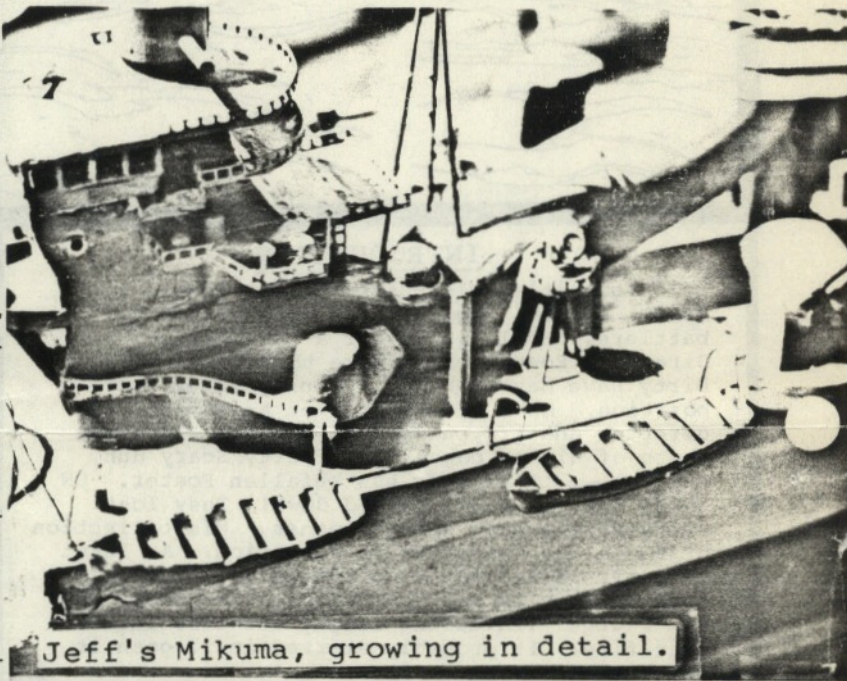
Dallas to Abilene was shop talk: turning systems, convoy tactics, new ships, pimply pump rules. My head was swimming: there I was, face-to-face with others afflicted, like myself, with the "divine obsession." I've read, in Hullbusters, the perfect characterization of the R/C Combatant: We're here because we're not all here. There's a certain glint in the eye we recognize in one another, the look of someone who would spend months slaving anxiously, building a ship from scratch, then stick it out on a pond to have holes shot in it.

After a profound Axis slumber, we drove to a nearby lake, only to find the surface too rough, due to high winds, for Scott's Jintsu. "Dirty Dave" Haynes and Scott set out in search of a more suitable battle theater. I watched Fluegel and Jeff taunt one another, splashing water around. "How's the water? Ready for a swim?" Dirty and Scott returned and we followed them to the new site.

The lake was placid but the construction crew nearby made me think of a blitzkrieg. The Jintsu, paralyzed by battery terminal gremlins, was unfortunately sidelined. After many coin flips, it was set: Krauts versus Japs. Well, after we conquered the world it was only a matter of time.

Our tactics were simple: Fluegel's Scharnhorst would slug it out with Dirty's Suzuya and Jeff's Mikuma, and my Lutzow would run, with an additional admonition not to beach. Following orders, I

Wade
and
Lutzow



Jeff's Mikuma, growing in detail.

A HOW TO...by Tom Jass

The technique that you choose to finish your ship is crucial to the long-term serviceability of your model. The finish is doubly important in R/C Warship Combat because the ship faces the distinct possibility of having water (in great quantities) both inside and outside of the hull and superstructure. For the past two years I have been using a finishing technique that employs silkspan and lacquer; the finish has been entirely satisfactory. This finish is easy and quick to apply and patch in the field, and the components are available at any good hobby shop.

SILKSPAN

My use of "00" silkspan to cover balsa wood dates back (way back) to my youth and the freeflight (F/F) models (yes, gang, there was a time when R/C was not on the scene) that I made. Minimum weight was an essential characteristic of F/F airplanes. One common technique to help achieve a smooth but light finish was to cover the model's balsa surfaces with silkspan. The silkspan allowed the balsa grain to be filled without numerous (and heavy) coats of paint. The silkspan also inhibits the spread of grain cracking and generally beefs up the durability of the balsa wood.

LACQUER

Lacquer is the traditional finishing product for balsa wood. It dries quickly (preventing warps),

covers well, is not water soluble, and is generally available in a wide range of colors. Either automotive or model airplane lacquer may be used. The trade name of the best model airplane lacquer is Pactra Aerogloss. It is more expensive than the automotive type but is available at any good hobby shop.

FINISHING PROCEDURES

Figure 1 shows the finishing technique that I use on my R/C Warships. The individual steps are listed below.

HULL

1. Finish the bottom of the ship to 1" below the waterline with 2 coats of epoxy. Sand extensively between and after the epoxy coats. The generous use of sandpaper will contribute more to the finish than the type of paint you use.

2. Fill all exterior nicks, dings, and cracks with DAP spackling compound. Sand when dry.

3. Apply a coat of Balsa Fillercoat (by Aerogloss) to the raw balsa hull from the gunwales to the epoxy line. When dry, sand lightly with fine sandpaper.

4. Cut a piece of 00 silkspan to fit the area to be covered. Overlap the epoxy line with

fled to open water. The Suzuya and Mikuma flanked the Scharnhorst at close quarters and opened fire. Fluegel returned the compliment.

The Suzuya broke off, heading for open water and the Lutzow. My first instinct, knowing the Lutzow to be a slower ship, was to out-turn the Suzuya; the effort was futile. Finding I could neither out-run nor out-manuever the Suzuya I turned my stern gun on her and headed to the near side of the lake and the protection of the Scharnhorst. The Mikuma and Suzuya moved to close off my retreat and ran me to shore. Nearly beached, the Lutzow threw all engines full astern, taking heavy damage from the Nipponese vessels. The Scharnhorst, meanwhile, slipped up on the pre-occupied Japs and unloaded on both of them, inflicting heavy damage on the Suzuya. The Lutzow got away in the confusion, battered and barely afloat. The Suzuya was in similar condition. Both ships called five and began to pump. With a minute and a half remaining, the Lutzow went down sternfirst; thirty seconds later, the Suzuya joined her.

"The way it sank was good," said Fluegel. "Not the sink."

Score after the first sortie: Scharnhorst 110, Mikuma 180, Suzuya 1000, Lutzow 600. The Krauts triumph, 1180-710.

First battle, second sortie finds the Mikuma and the Scharnhorst sans seconds as the Lutzow and Suzuya undergo hasty repairs. Eschewing even the most remedial hint of strategy, Fluegel and Jeff Lide elect to settle things mano a mano in a tough, toe-to-toe slugfest. The Mikuma nearly beached at one point, but managed to take a heavy toll in the Scharnhorst. The master race lost the sortie but won the battle, 180-260 and 1360-970.

"Hey," said Dirty Dave, mimicing a first-time observer, "What's that?"

Fluegel caught the spirit immediately. "It's an R/C combat ship."

"What's it shootin'?"

"B.B.'s."

Dirty nodded thoughtfully. "If I had a boat," he said, "it'd be a sub, with torpedos."

"Right," Fluegel said. "Now shove off before I unload my sidemounts on you, moron." He turned to me and offered a bit of Fluegelian morale-boosting. "Wade," he said, "if you beach again, I'll shoot you myself."

Fluegel



In the lull between battles, I managed, by a clever combination of incompetence and old-fashioned bad luck, to break my stern gun, but after ten hours on the road and a sink nothing short of disaster would keep me out of the water. Still, I was seriously hampered, and it wasn't long before the Mikuma smelled blood and set out after me like a hungry wolf on the trail of an old, sick buck. Battered once more, pumping for all she was worth, the Lutzow called five. Two min-



YES, THE LIDES Deck seal is a New seam of silicon, Every time.

utes later I went swimming.

With the Lutzow's career on the lake bottom, the Scharnhorst was left to the mercies of the yellow wave, and the Krauts suffered another setback. Tally: Suzuya 80; Mikuma 60; Scharnhorst 360; Lutzow 700. The fatherland took a pounding, 1060-140.

The last sortie was cancelled due to the heat, leaving an even split. The Krauts won first sortie and first battle, and the imperialist aggressor Nipponese won two sorties. The cowardly Allies, like the common Toltec indians they are, were no-shows.

"Well, at least I didn't beach," I said to Fluegel afterwards.

"Shut up, Wade," he agreed.

"Yeah, Wade, don't feel bad," Dirty added.

"Maybe next year you can build a tugboat."

In spite of sinking twice, I was glad I made it to a nonsanctioned event. It gave me a chance to see all the rookie mistakes I'd made: guns too high, a screw-down deck, too much clutter in the guts, unprotected fuses, and enough slop in my rudder to prompt Fluegel to say, "I can take two seconds off your turn time."

The next weekend I gutted the Lutzow and started over. I salvaged the radio, pump, tank, batteries, and guns. Rebuilding in this hobby is a fact of life: you need to have faith that every re-fitting is an improvement.

I sanded everything inside to maximize space. I bought four Tamaya 380 motors (one for the pump, two for propulsion, and a spare) and plan to buy a pump from Cammarati. I'm going to put two guns each stern and bow as spares. Deck and hull gun mountings need rethinking; I think I'll mount the guns to the bottoms. The tank was moved from midship to bow.

To solve the rudder problem I cut a hole between the 3rd and 4th rib up from the stern to fit my watertight box and servo. The servo is located between the prop shafts. An eight-inch rod, run through a watertight boot, connects the rudder via ball-and-hitch. This setup eliminates most slop. A pair of microswitches with lock collars, on the rods between servo and rudder, operate the turning system by shutting down the inside prop on a turn.

In the main watertight box the center servo will be set up to run the poppet valves. On either side of the servo will run the speed control, and another servo will be a manual pump switch.

My speed control will be a Dumas 6V Fwd/Stp/Rev variable-speed control. Fluegel and others will no doubt cry "Rookie!" over my choice, having written extensively on speed controls. The articles focus on inexpensive controls assembled from

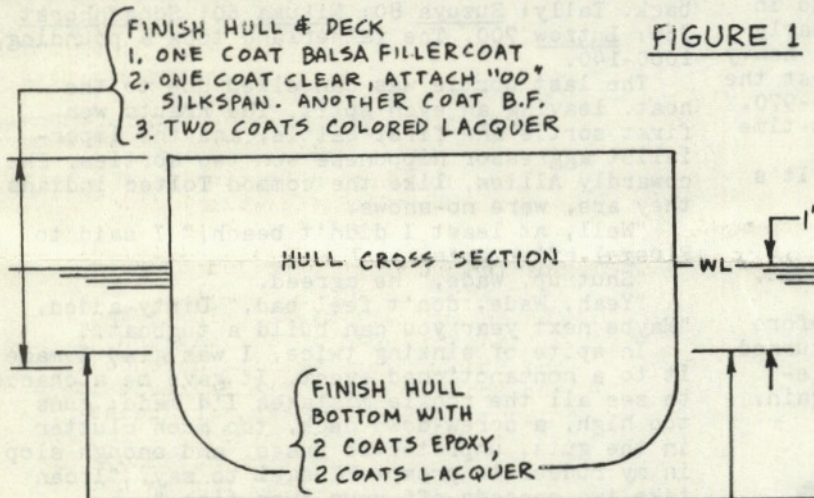
Radio Shack hardware which feature durability, ease of assembly, low maintenance, and compactness. Two drawbacks, however: they commonly require resistors (a possible source of energy drain) and prop-shaving is sometimes necessary. Energy lost in resistors is a subject of debate: some say a little, some a lot. The Dumas control is expensive: 29.95, Tower Hobbies; and it is bulky, but I have more money than time (not that I have much of either) and the convenience is important. Additionally, the Dumas suffers no energy loss, it's as reliable as an old mule, and you can adjust your speed without prop-shaving. Jeff Lide, Fluegel, and Dirty Dave had their ships timed at Nats, and everything was OK, but said they were running fast at Abilene. Instead of changing props, a slight adjustment to the speed control and voila! You're legal.

Well, I just received an invite to SE Regionals. Rumor had it the Regs would be null and void this year, so I went to Abilene instead. It's too late to repair the Lutzow, so I'll have to wait at home till next year. I'll still be a rookie, but with an Axis edge. See you at Spring Regs and Nats.

Joe Mama

Technical assistance
by the Iranian Navy.

Our new C.D> Dirty Dave Haynes.



silkspan by about 1/8". The silkspan should be relatively free of wrinkles. It can be ironed with a warm iron to remove any wrinkles it has accumulated in your shop.

5. Apply a coat of clear lacquer to the area the silkspan will be attached to. Attach the silkspan to the balsa using the clear lacquer as the adhesive. The silkspan can be smoothed most easily by using your fingertips as a brush. Use plenty of clear lacquer; it should seep through the silkspan when you work it in with your fingertips. "Relief slits" must be cut in the silkspan with a X-Acto knife where the hull shape has compound curves. The slit silkspan can be overlapped here to eliminate any air bubbles. Extreme compound curves can be covered with strips of silkspan, rather like attaching paper mache.

6. When the silkspan is dry, apply one more coat of Balsa Fillercoat. Once again sand lightly when this coat is dry.

7. The hull is now ready for the 2 or 3 coats of colored lacquer that will constitute the final color scheme.

SUPERSTRUCTURE/DECK

Follow Steps 2-7 above for the balsa superstructure and the deck (even if its plywood). It is easier to silkspan the individual superstructure "boxes" prior to assembly rather than building the superstructure first, gluing it together and then applying the silkspan and lacquer. Applying the silkspan to round shapes (funnels and barbettes) is done more easily if the silkspan is cut into strips about 1' wide and applied in vertical strips.

I also use silkspan for fast, easy field repairs on BB holes. Just attach a silkspan patch over the hole using clear lacquer as adhesive. Finish with colored lacquer. These field repairs really show the advantage of lacquer and its fast drying ability. Later the temporary silkspan patch can be replaced with a balsa plug.

Give the silkspan and lacquer a try—you'll never go back.

Tom Jass
Tom Jass



A Practical Guide for Women at Nationals

by Amy Barrett *Amy Barrett*

And now for something completely different...a woman's view of the hobby. Fluegel and my husband, the "great Axis captain" Curly, have been on my back to write this article since last Nationals--not that I didn't change jobs, get married, and move to a new home all during the same time frame--but my excuses have finally run out

My only fear is that by giving in and contributing to Hullbusters, I am taking another step further into the hobby, which will inevitably lead to getting my own RC unit (I already have my own ship--a used Lutzow) and maybe even challenging someone like Mary Hamilton or Kay Poindexter to a battle.

That wouldn't necessarily be all bad, but I just don't think our apartment can accommodate another workbench. Nevertheless this is something I promised to do. If, as Admiral Fluegel says, it's an Axis

trait to be prompt that makes me the newest Allie (just kidding Curly!), but better late than never. here's my story...

First of all, although I don't intend to use this article as a means of venting all my frustrations with the hobby (for fear of censure) I am the victim of a unique and distressing circumstance. Besides taking my husband's time and attention away from his wife--which as every woman knows, is where it belongs--Nats falls on my birthday every year meaning we celebrate it at the pond, or not at all (Same difference)

I went to Nats last year, not so much to celebrate my birthday, but to satisfy my curiosity--because the guys in the hobby had all warned me not to go! For any women out there who are considering a venture to Nats this summer, here's what I learned during the three days I spent in Springfield.

1. Nats is definitely come as you are. Our troop from Port Polar Bear arrived in Springfield after an all-night drive, during which I slept not a wink. So it was with strewn hair and bags under my eyes that I remember meeting most of the gang. And although I might not have felt "see-worthy," it soon became apparent that to these guys, superstructure is only skin deep. I should add here that my lack of sleep in

no way placed me in a minority. The week goes by too fast for most of the battlers anyway, so they don't waste their time sleeping when they're at Nats. As I hear tell, some of them have even spent the entire night at the dockyard overhauling their ships and playing practical jokes on unguarded vessels of the opposing fleet (Sherry ask Stan about the raccoon tail on his stern!)

2. Expect to recognize people's voices before their faces! I had never met anyone in the hobby before last summer, but I had heard many of them on the tapes they sent to Curly throughout the year. As we walked along the beach that first day, I heard all those familiar

voices and began to feel right at home. Before they even turned around to introduce themselves, I knew who they were. It was really a thrill to be able to connect faces with voices after all that time

3. Take lots of pictures. For one thing it gives you something to do and prevents you from being asked to fetch sunken ships in the muck. For another thing, a battler loves seeing pictures of himself in action. He'll savor the memories of the sortie long after it's over if you capture it on film. We don't have any kids yet, but Curly carries a picture of his Lutzow around in his wallet and shows it off proudly whenever the opportunity presents itself.

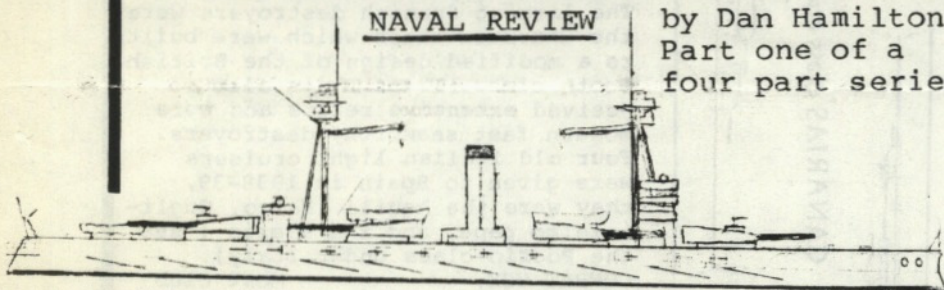
4. Read back issues of Hullbusters before you come. Know who's Allied and who's Axis. Don't get caught mingling with the enemy. Don't ask questions that have nothing at all to do with the hobby, such as "How come there aren't any aircraft carriers?!"

5. Although it may not be your ideal vacation, few things will make your husband as proud as having your support. And he's glad he just hunts other boats. For the most part, the boat hobby will keep him at home in his workshop. And if he weren't obsessed with model-building, he could instead be obsessed with hunting or fishing, and what's worse, he could drag you along for a week of sitting in a frozen icehouse in northern Minnesota or standing waist deep in the bull-rushes waiting for a defenseless duck to fly overhead.

6. The most important lesson I've learned is to show interest in his interests. Ask him about the latest additions to his ship. Listen to his plans for a new pump. Help him with the painting and sanding once in awhile. Debate the new rule proposals. Play devil's advocate. Propose one yourself. Ask why there hasn't been an award established for the wife who's the best sport about the hobby! Demand to talk tapes with him. Better yet, demand to talk to the other women. And--if you really want to make him happy, write one of these "%%" articles for Hullbusters!

NAVAL REVIEW

by Dan Hamilton
Part one of a
four part series.



SPANNA class Battleships

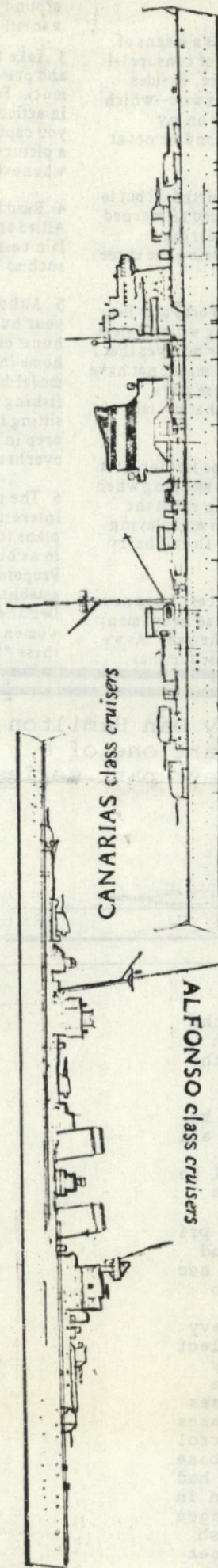
NAVAL REVIEW This is the first in a series of articles on the navies of the world during the years of 1905 to 1946. When the actual ships of our hobby were constructed, the ship list will be added to every two months until all navies of this period have been covered. Some of the navies will be given more attention than others due to the obscurity of their nature. These additions will be printed in hull busters for you and available for you thru the club secretary, when you join the club each year. AND NOW SPAIN.

Spain began to build a modern navy in 1908 after long years of neglect that culminated in the defeat by America in 1898. After this time Spain reworked her old naval bases and built new ones. The major bases were located at the ports of Ferrol, Cadiz, and Santander. The main base being at Ferrol. Spain also now had operated a smaller base at Mahon in the Balearic islands and anchorages in the Canary islands and Spanish Morocco. The Spanish government set up a ship building and armaments

company of which a British consortium owned 40%. The British consortium provided much skilled personnel and expertise. Almost all Spanish warships were constructed in Spanish yards with the design and technical help of the British consortium. The mission of the Spanish navy was the defence of the Spanish coast, the Balearic islands, Canary islands, the coast of Spanish Morocco, trade protection, and commerce raiding. Spain remained neutral during both world wars. But leaned heavily toward the central powers in the first world war and toward the Axis powers in the second world war. Spain was however not all peace. She endured a painful civil war which began in 1936 and did not end until 1939. This war threatened to engulf the entire European community. General Franco led the rebels revolt, Franco was backed fully by Hitler and Mussolini. Which now explains his preference for the Axis during the second world war. Hitler and Mussolini send Franco munitions, aircraft, and troops, which were of course volunteers. The Germans also organized and supplied the famous Condor Legion sent to Spain with German pilots and aircraft. This provided valuable training and proving ground for German equipment such as the Stuka and the Bf109. In this way many new weapons and tactics were tried and tested. After his victory in the civil war, Franco organized Spain into a Fascist state on the German Italian model. Both sides possessed a share of the Spanish navy at the start of the civil war. The Battleships were

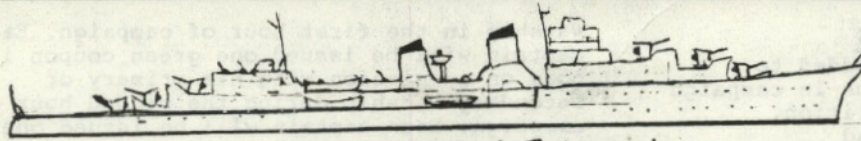
mainly used in shore bombardment. The Cruisers and destroyers as convoy escort and commerce raiding. As many countries had merchantile interests in this area especially the straits of Gibraltar; A League of nations neutrality patrol was established. Many torpedoings of ships by so called mystery submarines, believed to be Italian took place. The British lost a destroyer and the Spanish had a light cruiser damaged by submarine attack. The British sent the worlds largest warship at that time Hood to join the neutrality patrol. The British also ordered all unidentified submarines sunk on sight. The German heavy cruiser Deutschland there was attacked by Republican aircraft. Her sister ship Admiral Scheer returned the favor by bombarding a Republican held coastal town causing much damage. On the night of march 5th 1939 the Spanish heavy cruiser Baleares was sunk by a torpedo from Spanish destroyers. The Spanish destroyer Ferrandiz was sunk by gunfire by the Spanish heavy cruiser Canarias. The Spanish civil war provided some lively days and nights for European navies for 33 months prior to world war two. When world war two began in 1939 Spain declared itself neutral. This policy was replaced in 1940 after the after the fall of France, to all aid short of war to Germany and Italy. this included sending the famous blue division, which of course volunteered enmasse for service in Russia with German forces. Hilter tried personally to persuade Franco to openly join the Axis powers. Franco said Spain could not unless Germany or the Axis countries could provide certain foodstuffs and armaments, which the Fuerer could not provide at that time. This was one time the German leader's personal Magnetism failed him. In 1943 when the Allies invaded North Africa Spain retreated into formal neutrality again. In 1945 Franco broke diplomatic relations with Germany and Japan.

THE SHIPS. Spain wanted Battleships but like many countries could not afford the expense of large heavy types. However she did want the best for her dollar or peso as the case may be. Designed by the consortium and built in Spain the Espana provided a sensible solution for powerful ships at a low cost. The Espana could boast a broad side of 8 x 12 inch guns. To reduce weight speed was kept low as was free board, this and other moves kept cost to a minimum. Spain also required Cruisers for trade protection and commerce raiding. Heavy Cruisers were also appreciated as a cheap fast substitute for the Battleship. The Canarias Heavy Cruisers were based on the British Kent class Heavy Cruisers but had more speed on less horse power for more economical operation. The weight saved was used for improved magazine protection. This was achieved by increasing the length and decreasing the beam. Every change has its effect on another area however and the decreased beam also decreased the under water protection as compared to the British version. This may have contributed to the loss of ----



the Baleares to torpedo attack. The ships also differed from the kents by having a single large funnel and a tower bridge as fitted to later British warships and refitted in other British ships due to its success. The alfonso class light cruisers were based on the British Enterprize class. These ships differed from the E class by having two funnels rather than the three ungainly located funnels of the E class. The two funnels also were raked giving the ship a streamlined handsome effect. The loss of of the third funnel also affected other areas of the superstructure favorable as well. The Mendez Nunez class light cruisers were built to a design to the British C class light cruisers. The Mendez Nunez was refitted to an AA cruiser with an armament similar to the U.S. Atlanta class but with single gun positions instead of duals. The superstructure was refitted, new boilers added, uptakes trucked into two funnels like the Alfonso class, and the new guns fitted. She was also fitted with a new clipper bow. The Reina Victoria Eugenia class light cruiser was built to a design based on the British Birmingham class light cruiser. She was also refitted with new boilers, a streamlined bridge, a gun fitted to B. position for better arcs of fire and other superstructure changes. The largest Spanish destroyers were the Churruca class which were built to a modified design of the British Scott class. These ships also received extensive refits and were modern fast seaworthy destroyers. Four old Italian light cruisers were given to Spain in 1938-39, they were the Aquila, Falco, Gugli-elermo pepe, and the Poerio [see the Poerio class under Italy].

COMBAT USE, Most club members who are very active seem to prefer building ships from only one navy but all, seem to prefer to be building ships that are not presently active. The Spanish navy is small but has warships in all the major classes. The Espana class Battleships are the smallest of the dreadnought type Battleships ever constructed. They have sufficient weight, low free board and very short length, however they are slow. The Canarias heavy cruisers are typical heavy cruisers. They have plenty of weight and room for batteries and equipment. They also have high speed. The light cruisers are good model types especially the Alfonso class which are also fast with plenty of room inside. Destroyers are usually better left for more experienced battlers and builders. But the Churruca class destroyers were fair sized destroyers with about two pounds of weight to play with. So here is the list to mull over now. Scattered thru out this issue you'll find water line drawings of these ships to give you an idea of what they look like. I hope you have enjoyed this little trip to view the Spanish navy of 1905 to 1946.



Mendez Nunez as converted to an AA cruiser

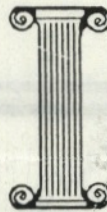
MENDEZ NUNEZ class cruisers

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LRC=024

REVISED: 1-6-88

CLASS	NAME	# SHIPS	LOA (FEET)	BE/EM (FEET)	STNDRD DISP (TONS)	FULL DISP (TONS)	HEAVY MODEL DISP (LBS)	ARMOUR (INCHES)	GUNS #	SPEED DIA (KNOTS)	BUILT	OFF/DEF CLASS	SPEE (SEE) 100 F
DREADNOUGHT	ESPAÑA	3	459	79	15,500	17,800	13,353	8.0	8 12	20.00	1913-22	3	28
HEAVY CRUISER AFTER 1922	CANARIAS	2	636	64	10,200	14,900	11,178	4.0	8 8	33.00	1934	4	24
LIGHT CRUISER	EUGENIA	1	462	50	4,900	7,000	5,251	3.0	9 6	25.00	1923	5	26
LESS THAN 9000 AFTER 1922	ALFONSO	3	580	54	8,500	10,000	7,502	3.0	8 6	33.00	1925-28	5	24
	MENDEZ NUNEZ	2	462	46	4,700	6,500	4,876	3.0	6 6	30.00	1924-25	5	24
DESTROYER	ALESADO	3	283	27	1,200	1,500	1,125	0.0	3 4	34.00	1923-25	7	24
	CHURRUCA	16	333	32	1,690	2,500	1,875	0.0	5 5	36.00	1926-35	7	22
GUNBOATS	CASTILLO	3	251	34	1,300	1,600	1,200	0.0	4 3	14.00	1910-14	8	22
	CALVOSOTELLO	1	303	40	1,600	2,000	1,500	0.0	4 4	20.00	1936	8	28
	JUPITER	4	320	42	2,100	2,600	1,950	0.0	4 5	18.00	1937-38	8	30
	EOLCO	2	292	39	1,500	1,900	1,425	0.0	4 4	20.00	1942-43	8	28

President's Column



The Prime Minister's column Greetings fellow weekend warriors. I guess by now everyone has joined the club and Namba and have dusted off that old warship in the attic for the new season. Sounds kinda almost too easy now days does'nt it not like when uncle Stanly first started this stuff huh. But we really have made a lot of technical strides in the past couple of years. The executive board apologizes for the poor print in this rag last issue on the campaign article but what can you expect of Fluegel anyway miracles. If any of you out there desire another copy cause you can't read that one, write me and I'll send you one. It'll even have better drawings if thats possible and the new updates in this issue included. The new additions this issue are mainly to

include the small ships. As I'm sure most of you are well aware classes 6 thru 8 are the true small ships carrying only one unit each. Their ammo carried { BB's } is the only varying factor. Hopefully this will give them a wider scope in the hobby as a whole. Now they'll be useful for something other than small ship battles at nats. We hope to try out campaign at the Decatur spring Regionals. If so you'll hear about it next issue. As many of you know already James Foster has resigned as nats. contest director. He will however have a fine successor to carry on the work of this valuable office, David Haynes, who has generously agreed to fulfill this assignment in the clubs hour of need { thanks David } Well theres been been no major arguements to report on this year, thats just too bad is'nt it. Can we stand all this peace and harmony, of course not lets go out and shoot each other - - { ships that is }. So we can just go out and have fun this year, thats great. Thats a good note to close on too. Hope to see each and every one of you this year at nats.

Your President

Dan

Dan

Open Letter to Stan

- what I like about Nationals

December, 1988

Stan, some of the things I like about Nationals happen off of the lake. I thought that I would mention them so that if possible they can be included in the Nationals in Amarrillho, Texas.

One of the high points didn't happen every year but did at times. The evening(s) which we saw the videos of the the day's action or the taped news coverage of Nationals during diner on a wide screen T.V. Oh well, so one year it was this crazy kraut saying something about chicken slips or ships or something. It was still fun!

Some of the things in the shop might be harder to recreate - Can you get Dan Dees to put on his pyrotechnics display again? Or the spectacular race of the unprepared battlers - One year, Steve completely replanked the Alabama

on Sunday and Monday. Or the runaway dremel - someone bored holes in the bottom of their own ship one year.

The gab session in the hotel swimming pool on Friday night is something not too many people attend, but there it is each year, if you know how to find it. Last years gabbing was mainly about campaign and various good ideas were beat around.

I like the early morning breakfast get together - but there are so few who eat breakfast anymore. But if you do, check with Tom Jass as he normally leads the parade in the morning.

For those listening who have yet to attend a nationals - I should mention the Tuesday night and Friday night rules sessions. Bring pillow and "no doz", but remember you will have difficulty being able to complain about the rules if you miss these. This used to only be Friday night, but three years ago, the King Kong of rules packages arrived and we now schedule two nights of it.

MARTY HAYNES

CAMPAIGN ADDITIONS

The following additions were added to campaign to include small ships in campaign and to further the war of attrition.

Change # 2 of Beginning to read

2. Each Captain may have two warships a primary warship and a secondary warship. The primary warship may be any warship in classes 1 thru 8 located at the forward base or the home base at the Admiral's discretion at the start of campaign. The secondary warship may be any warship in classes 6 thru 8 and they may be located only at the home base at the start of campaign. Each fleet may have one convoy ship per primary warship.

Change # 6 of Campaign End and Victory Conditions to read

6. Points are divided as per regular fleet based on the weight factor of each captain's primary warship. In order to gain this initial weight factor that primary warship must be used on at least one mission during the course of the campaign. If for some reason a captain cannot use his primary warship but can use his secondary warship his initial weight factor will be that of his secondary warship. Each participant gains one additional factor for every hour of the campaign in which that participant has his primary or secondary warship on the water for any part thereof, for any given mission. This factor is granted only once per hour per captain. This is similar to sorti participation in fleet battle. To provide a record of sorti participation each captain will be issued one yellow coupon if he goes on a mission with his primary or secondary

warship in the first hour of campaign. Each captain will be issued one green coupon if he goes on a mission with his primary or secondary warship during the second hour of campaign. Each captain will be issued one blue coupon if he goes on a mission with his primary or secondary warship during the third hour of campaign. The coupons will be turned in at the end of campaign to total that captain's weight factor. The coupons will be issued by the fleet commander or his designee and can be made of any material such colored poster board.

Change the patch area referred to in # 2 of Supplies, Troops, Convoys, and Bombardments to read

2. A one inch X two inch piece of patching material = 5,000 tons.

These items should make our campaign battles look more realistic by including small ships in them by giving them a niche to serve in, in these battles. We reduced the amount of patching material per 5,000 tons as our first concept was based on the 1/2 inch patch thought about last year when we realized most captains would use the smallest patch needed to patch a BB hole in other words a 1/4 inch patch so we reduced the amount of patching material to meet this criteria.

Again as the printed rules in last issue were not printed too clearly write to me and I'll see you get a better copy.

Your President
and Executive Board

Don

TO BE COMPLETED WHEN A CONVDY SHIP SAILS FROM HOME BASE TO THE FORWARD BASE.

CONVOY SHIP MANIFEST

- ___ TIME SAILED FROM HOME BASE
- ___ TIME RECEIVED AT FORWARD BASE
- ___ CLASS 1 CONVOY SHIP 20 000 TONS
- ___ CLASS 2 CONVOY SHIP 15,000 TONS
- # ONE LOAD 250 BB's = 5,000 TONS
- # ONE 1' X 5" PATCH = 5,000 TONS
- # ONE SHIP REFUELING = 5 000 TONS
- # ONE SUPPLY DEPOT = 5,000 TONS
- # ONE TROOP BATT. = 5,000 TONS

TO BE COMPLETED WHEN REMOVING ANY SUPPLIES FROM THE SUPPLY DEPOTS AT THE FORWARD BASE.

SUPPLY WITHDRAWALS

- ___ TIME WITHDRAWN
- # SHIPS DISPENSED TO
- # BB'S DISPENSED
- # SQUARE " OF PATCH DISPENSED
- # FUELING'S DISPENSED

TO BE COMPLETED AFTER A ATTACK ON THE BOMBARDMENT TARGET THAT HAS CAUSED DAMAGE TO THAT TARGETS SUPPLY DEPOTS AND OR TROOPS.

SUPPLY AND TROOP LOSSES.

- ___ TIME CHECKED AND LOSSES FOUND
- # BB'S AMOUNT LOST
- # PATCH AREA LOST
- # SHIP REFUELINGS LOST
- # SUPPLY DEPOTS LOST
- # TROOP BATTALIONS LOST

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Pennant, Pennant, who's got the Pennant

Marty Hayes
December, 1988

I got this neat idea the other day. Well maybe not so neat, but an idea anyway. Let's allow (make) our present commander in chief (and also our past ones) fly special pennants from their ships.

It would give us something to shoot at in any case. I was thinking of something in blue like 4 stars for the present president and a lesser amount for those now out of office. I really don't think this will make it any easier to get anyone to take the job, but perhaps a little perk will make the job more attractive. This would also give them something to do with all of those extra shrouds hanging from the main mast.

News of the Northeast

Feb.- March 1988

Marty Hayes

First let me say something about the Feb. issue of Hullbusters - When Fluegel contacted me about pictures for the N. E. Spring battle, I thought he was talking about spring 1987 - some time ago but still valid. So I sent him what pictures I had. When I read the battle report in Hullbusters, it took at least a half an hour before I could get off of the floor from laughing. Her Fluegel, that battle report you printed was from 1985! At least half of the ships in that regionals have been scraped or sold. Please send Fluegel more new articles or we may be back at the beginning of the hobby

soon. Well, with that aside, here's the news from lake Woebegon, Maryland.

Well, we are still in drydock. It is going to be a long winter, no matter what the groundhog said. In many cases, just as well, the construction of some of the new ships are proceeding at a snails pace. I just went over the Maryland Attack Group rolls and discovered that there are eighteen ships either operational last year or being built for this year. Add to that Carl (at least three ships) in N. Y., Joe in Va., Mike and Fred in Ohio, and Dwyer in Conn., and we can turn out quite a fleet up here.

At the drydocks, Beth is building a Lt. Light Cruiser, Carl building the same, Rick rebuilding the same, Bob Amend is building a QE-class BB, Will Montgomery is building a Penscola CA, John French a North Hampton Class CA, Steve Andrews is rebuilding his Penscola (used last spring regionals), Danny Schultz is rebuilding the Maryland, Dan Hayes is still building his Iowa, Nathan Blatau (a new recruit) is building a Lutzow, and Marty is building an Invincible class BC. Mike and Fred Deskin, according to HullBusters, is still planning to campaign the Jean Bart and the Gneisenau (of course, that could be last year's news). I don't know what Dwyer and Joe are doing.

Now Nathan (our newest recruit) has a brother and he thinks he will also start on a Lutzow but I didn't count him yet. Also Danny S. says that he has two new ones on the hook - but I haven't seen them as yet, and I won't count them either. But perhaps this is the year for more growth in the Northeast.

Since no one up here has built an ice breaker, we had to wait for water - Will has had his new cruiser out for several spins though. Real spins since he has some control problems. The rest of us are not ready yet. But the Maryland Attack Group still have our monthly meetings (now on the second Tuesday of each month.) here in Maryland. In April, I expect to hear the whine of electric motors and the tok - chick of bb's, as the group once again takes to the pond.

Our first local regionals will be June 4th and 5th at a lake just south of York, Pa. Contact Bob Amend, 812 West Poplar St., York, Pa. for details. Looks like the battle will be the big and slow against the swift and small. Last late breaking news is that York has resinded the permission to use the lake and spring regionals will return to Maryland.

Marty Hayes

Capt. of the Invisible

p.s. date all articles sent to HullBusters. Ha!

Blow-by-Blow

Battle Reports

THE 1987 DALLAS WINTER MICRO-NATS By Stan Watkins

As I arrived at 3524 Gray Dr. in Mesquite Texas on Monday December 28, 1987 Fluegel indicated that Jeff Lides was "hot to trot" with his Mikuma. The Salt Lake City (CL25) currently is stationed in Dallas. Fluegel had done battery charge maintenance of the Xcells for the previous year. The systems were reconnected and checked out. The systems were functional. There was now very little excuse to keep from battling. The old Salt Lake City is now definitely a second class ship. She can only carry one Xcell pack and will not make 2 sorties without the batteries getting very low. She

also doesn't have water bathed tanks. The big question was how would the 3 ships fight. Would it be Axis vs. Allied (Fluegel's Lutzow and Jeff Lide's Mikuma vs. The Salt Lake City? Would it be Stan and Jeff vs. Fluegel? Would it be Stan and Fluegel vs. Jeff?

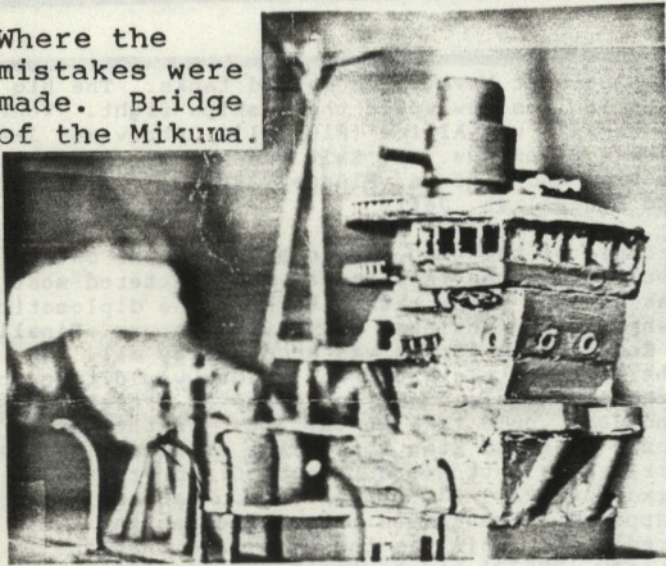
Because of the temperature at which the battle would occur the real factor that mattered most was who had water bathed tanks. The diplomatic maneuvering continued for several hours. Finally a Round Robin format was accepted by all. In the first battle "Hot Shot" Lides would take on both of the old men. In the next Battle Fluegel and Jeff would take on the SLC. In the final round Jeff and Stan would take on Fluegel. As we arrived at Cottonwood Lake in Grand Praire, Texas on 12/29/87, it was cold. What had happened to those 50s the weatherman had predicted. This was the same lake that the Tweedy (DE532) had beaten Fluegel's Z28 destroyer in, back at the end of 1982. But more recently (at the end of 1986) the SLC had been sunk by the Lutzow. So the lake was Axis. How would this change if the American/German fleet won? Oh well, there was a war to fight, we could worry about the territorial implications later. Stan insisted on speed trials (stalling for all he was worth). Sure enough the Allied ship was the only one that was legal clocking in at 26.25 seconds. Both Fluegel and Jeff had to shave their propellers. We threatened to have Jeff run his trials with a turning motor on after he got it legal on the main drive motors. Finally all ships were at their legal speeds. The lake temperature was quite a bit warmer than the air temperature. Fluegel's guns looked the best on test firing. Jeff had experienced several time trials motor/battery connection failures that left the Mikuma stranded. Stan had hopes of being able to avenge the Oregon City's 1987 National's defeat by the Mikuma, if Jeff's connection would act up in battle. Finally everyone was ready. The strategy of the Americo/German (A/G) fleet would be to run from the Mikuma in a tight inline formation. When the faster Mikuma over took the A/G ships the ship being attacked would be close enough to be defended by the ship in front (or behind, as the case might be). The plan should work.

The A/G ships got into formation and prepared to run from the Mikuma. Jeff declared war then almost immediately yelled "OH NO!". The Mikuma was sitting there motionless, was she really dead or was this just another Nip trick?



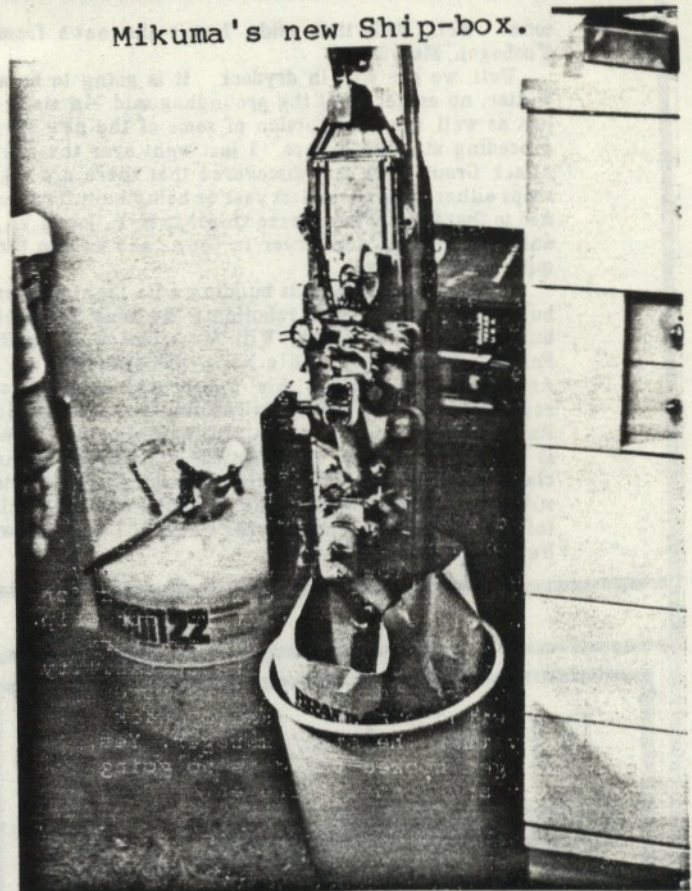
Fluegel, said, Should we let him take it out of the water? The funny gleam in Fluegel's eye instantly explained that this was a trick question. The SLC charged the helpless Japanese CA. As the SLC drew near, the Mikuma came to life. Those treacherous Japs! Both ships fired fitfully. Then the SLC went back out into the main seas area as previously agreed to in the tactics meeting. The Mikuma would not attack. There went the inline formation tactics! So the Lutzow and SLC went back up the neck after the Mikuma. The Lutzow got some shots and her gun was spurting. The Mikuma guns wouldn't work well. The SLC's guns weren't working well at all either. The SLC attacked the Mikuma to help the Lutzow get some shots when the Mikuma was distracted. The SLC's guns did fire occasionally so the Mikuma had to be mindful of the possible threat. Finally Jeff called 5 and the SLC and the Lutzow tried to catch her and force her to use her pumps. The SLC also had to conserve batteries and did not chase too aggressively for that reason. Finally the first sortie was over. What were the results?

Where the mistakes were made. Bridge of the Mikuma.



The SLC had 2 hull holes the Lutzow had one and the Mikuma had several above, on and 2 below the waterline. The A/G (the closest thing to an Allied fleet) had definitely won the first round. Jeff was upset about his guns not working in the cold temperatures. He had a non-water bathed freon tank like the old SLC. Before the next sortie he dunked the bow of his ship under the water in an attempt to warm his tank. The SLC had actually expended 37 rounds from her bow gun. Not many had hit the Mikuma. The guns usually chose to fire when they were not pointing anywhere near the Mikuma. So everybody got ready for the new sortie and launched again. The Mikuma feigned another power failure but nobody was fooled. The Mikuma was taking on a lot of water from the low hits. Fluegel thought we should chase her and if the water came in fast enough she might be slowed down and the Lutzow could hit her hard. The plan seemed to work some as she was seen lower in the water shortly and somewhat slower. The SLC was also slower because of batteries that were running down. So it was once again up to the Lutzow to hit her. Fluegel enjoyed the carnage because the Mikuma had caused him a lot of grief during the warmer days of battling in Dallas. The Mikuma was desperately trying to get away from the Lutzow's guns. Jeff spotted an eighteen inch ID culvert intersecting the neck of the lake. It was barely low enough to have water in it. Jeff skillfully maneuvered the Mikuma for a straight in cruise up the culvert. As he slammed the throttle into full

Mikuma's new Ship-box.



forward the Lutzow closed in and began to pump rounds into the side of the Mikuma's hull. Slowly she picked up speed and more and more of the Mikuma's hull was shielded from the Lutzow's murderous guns. But as the shafts were entering the culvert the Mikuma ceased her forward momentum. The shafts were too low in the water to clear the culvert. The Lutzow had about the last foot of the Mikuma's stern to hit. And the Lutzow's guns were on target. Jeff had only one choice, back out and run for it. So as she slowly backed out of the culvert the Lutzow pumped in the steel. But now she was free and she turned down the lake neck and ran. As she ran the water from the hits flowed in with a vengeance. Her pump was working constantly. Lower and lower she sank. Finally her 5 minutes were up and she was still afloat. She had survived. But she had been humiliated. The trip back to Fluegel's house would be sheer agony. To make sure we didn't get home too soon Fluegel stopped for lunch. Fluegel unloaded 5 tons of harassment on Jeff. But Fluegel said Jeff was nearly as bad to him. Wow they play rough in Dallas. I was, Frankly, often embarrassed by all of the insults Fluegel heaped on Jeff. So what was the Bottom line score. The Mikuma had 990 points damage and the combined A/G fleet suffered only 60 points damage. The cold weather was enough to convince everyone that it was too cold to enjoy battling. The round robin would end with that one battle. Maybe the 1988 Dallas Winter Micro-Nats will allow better battling conditions. If not we will be building and BSing. I hope to replace the SLC with a new Oklahoma City "Clone". It will be ready for the colder conditions. So if you can, come on down and let's do some winter battling in Dallas between Christmas and New Year's Day. Fluegel can tell you how to get to the lake. All in all, I had a great time.

Let's Battle!

Stan

Paul H. Fleming

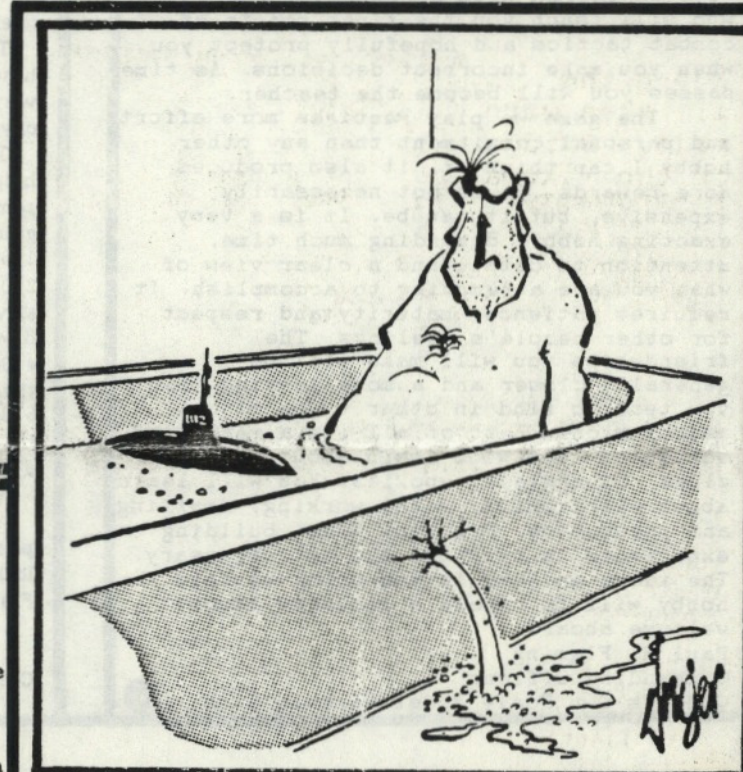
Over the years most of the people who have built combat ships have stated "I wish I could have built my second ship first". This statement is a true enough reflection on the complexity of our hobby. In most cases the problem was selecting a ship that was too advanced and complicated before they had learned the basic combat ship building skills. Some folks found the task overwhelming and dropped out due to sheer frustration. This is understandable in some cases. To be successful in this hobby you must be part Marine Engineer, Shipwright, Naval Architect, Plumber, Machinist, Painter and Crazy.

Once you get involved in the hobby your life will change in many ways. You will spend most of the rest of your life with two or more of your fingers super glued together. You will evaluate every small object you come in contact with for its potential as a component in your ship. You will be compelled to analyse every body of water you see for its suitability as a fighting site. You will be more familiar with your local Radio Shack inventory than the store manager. Yes, once you get hooked there is no going back, you are changed forever.

As your ship progresses so will your enthusiasm. You will realize a tremendous sense of pride and accomplishment when your fully functional combat ship goes to sea for the first time. The real pay off comes in the knowledge that this is no kit, you built every piece of it from scratch. As time passes and you have spent

many pleasant hours sailing your pride and joy. All too quickly the moment to due battle will arrive. At this point you will have some serious second thoughts about having your precious treasure torn apart by gunfire.

It is a decision that is difficult to make. Some folks elect not to fight. Some quickly build a second ship and fight her and some sail straight into battle. For those who elect not to fight the challenges of the maneuvering events lay ahead. For those who choose to fight one more trauma is in store. Many people feel depressed after their first battle, even though the damage to their ship is relatively minor, still its damage. The fact that you won doesn't help much and if you got sunk your spirits are really on the bottom. After the initial shock wears off and you take a cold calculating look at your model you begin to realize what a masterpiece you have created. This is no



"CURLY, STAY AWAY FROM MY RC!"

THE SURVEY

The results are in. The loser is moss, 17 people wish it wasn't green, nobody liked it green, and six had no opinion. I WAS MOST SURPRISED BY #6, 21 voters did not want to decrease the damage and nobody felt the damage was excessive. Another Super-Tuesday landslide was #7. Only one voter wanted less sinks, while 18 voters would not want to see less sinks.

Let's increase the number of sinks to the days of multishot guns by voting for a 3/32 outlet. This rule almost passed last year and a few voters have changed their mind since then, so maybe we can enjoy a few more sinks in the future. A war without sinks is like a baseball game without home runs, or a coke without fizz.

Thanks to all who participated.

1. I have battled, yes 17 no 7. 2. I have seen battles, yes 18 no 4. 3. I am building a ship, yes 18 no 3. 4. I am Axes, yes 11 no 7. 5. I will participate in the 1988 NATS, yes 17 no 4. 6. I wish the ships were less destructive, yes 0 no 21 no opinion 4. 7. I wish we had less sinks, yes 1 no no opinion 7. 8. I wish the ships were simpler, yes 8 no 7 no opinion 6. 9. I wish the target in campaign was out in the water, yes 11 no 3 no opinion 8. 10. I wish we would have four scheduled battles at NATS instead of two and if a captain's ship wasn't ready then he wouldn't be allowed to fight in that battle, yes 11 no 3 no opinion 10. 11. I wish we would have the next NATS east of the Mississippi River, yes 11 no 3 no opinion 8. 12. I wish in Campaign that only a set number of ships could attack a convoy ship, yes 7 no 10 no opinion 7. 13. I wish we didn't require membership in an insurance organization (NAMBA), yes 7 no 11 no opinion 6. 14. I wish Hull Busters came out monthly, yes 13 no 8 no opinion 4. 15. I wish I could sink Fluegel, yes 11 no 1 I acknowledge the

impossibility 7. 16. I wish moss was a different color, yes 17 no 0 no opinion 2. 17. I wish we would change the rules in order to make the ranges in combat farther than they currently are, yes 4 no 8 no opinion 10. 18. I wish large convoy ships could carry more cargo than small convoy ships, yes 13 no 4 no opinion 6.

THE FORM

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