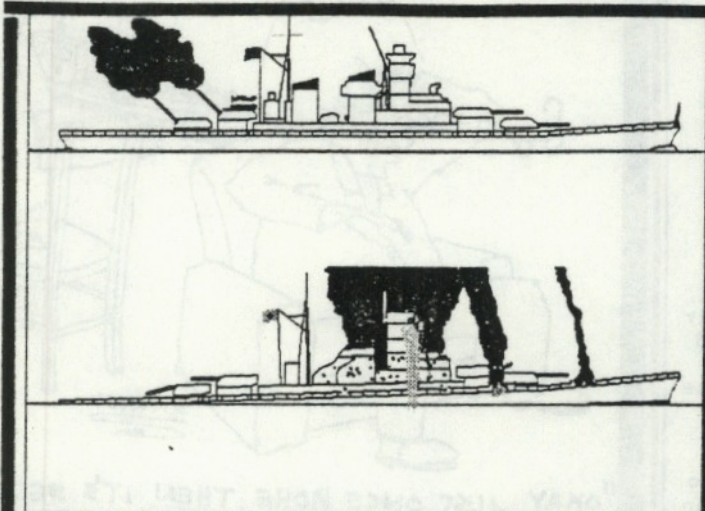


# HULLBUSTERS

983

IRCWCC

April, 1994



FOR SALE - Wallpaper graphics for IBM PCs with "WINDOWS" (BMP type files) or paint programs (PCX type files). Two pictures are available ALLIED and AXIS. The picture shows a Battleship firing on a sinking enemy ship. The ALLIED is shown. AXIS is similar but with situation of the ships reversed. Both formats (BMP & PCX) are provided on the disk and are full screen VGA resolution in color. The price is \$5.00 for either "flavor" or \$6.00 for both (buy one for yourself and give the other to a member of the opposing fleet). I don't mind a little sharing between friends but please don't hand it out to 20 different people (I think the price is reasonable). Please specify 5 1/4 or 3.5 inch (preferred) low density disks. Ronald Thibault, 2103 North Ridge Rd., North Augusta, SC, 29841

## "GOING TO BART'S " by Danny Schultz

Can you believe the people we have in this hobby. I mean some stand around and wait at airports for hours then give you a ride for a hundreds of miles. Others invite you to sleep at their house at night and let you riddle their boat with holes during the day. There's also the ones who go out of their way to ship "STUFF" for you, some will ride you home giving you front door service and we can not forget the ones who bring family members for general use.

These people (crazy but, still people) come out during battle season and with no doubt are the finest people on God's green earth.

My trip to Bart's for fall SE Regionals 92 was no differant then any other regionals except I not only saw them, I used them (cept sleeping at Bart's).

Francis was going to S.E. regionals and

was leaving like two weeks before. The day of his departure I call him like around 4 pm. He said he was leaving in a couple hrs. A hour later the MARYLAND was being slid into the back of Francis' pickup. She was still showing battle damage (heavy that is). I didn't check to see if anything worked just made sure all the nesisary stuff was being shipped.

At this point my ship would be there, I still had to figure out how to ship myself. I had this free plane ticket and after 20 or so phone calls (all of them long distance) I had a way down.

As it ends up. Leaf Goodson was flying into Jacksonville fla. His flight would be there about a hr before mine. I called Paul "Doc" Boring and he needed a battery ( that Stevie Andrews had) and would be happy to ship my clothes if I would run his battery to him. Me and Doc met up at a Mc Donalds at 9:30 at night (in the 70's white man stupid to go to that Mc Donalds & hasn't change that much).

Friday mornin I walk into the air-o-port jump on the plane and head for jersey. After switching planes I come in to Jacksonville .

Leaf was standing at the bottom of a stair way with all this Luggage. He asked where was mine and I informed him of the procedure.

After he got a car, off we went (well north). After a couple hrs. pass and good conversation will pull into Bartville (Baxley) and went straight to the motel. But nobody was their, so we go to Bart's and we get this note saying they are at a pizza place just down from the motel. We make it to the pizza joint and they (Bart, Francis, Doc & wife, Mike Smith, Mike Elledge & FAMILY ) were just about done eating. We (Leaf and I) order a pizza and drinks from some very fine young ladies (makes me want to move there). We all had a blast talking about past, present, and how Bart is going to sink every battle.

Bart offer me (again) a bed at his house, but that would of involed shipping all my gear (which Doc and Francis had packed in their vehicles). I declined for this would be my first "away" event that I had my own room.(after 7 yrs.) Plus the fact I had to put my boat together. Can you beleive that after running a ship for all those years I can still slap it back together in a night. It's like a Chrysler product. Simple, and workable ( notice I didn't say reliable). The remainder of the weekend was great.

The people would made the event just totally super are those ones who came not Knowing.....

So thanks to Bart, he is one great host. Thanks to Leaf ( spelled Leif ) for the ride and all the complaints of red marks on your deck. Thanks to Mike Smith for being a target. Thanks to Doc for shipping my "clothes". Thanks to Francis for the ride home and lugging around the most abused ship

in the hobby. Thanks to Mike Eledge for bringing his wonderful Wife and Daughter for without them (and Doc's wife Mari) we would have been some sorry pups. You three really spoiled us and now .....

Comodore Schultz  
i.e. Danny  
Captain of the USS MARYLAND BB46

## President's Column

David Haynes

Greetings to all of you R/C combat types! The building Battling season is well under way now and hopefully all of you have by now joined the two organizations necessary to compete in sanctioned National events. If not, then please be certain to take care of that part of the hobby, so that you may participate in the Nats and other regional events as they may occur in your area, legally. The extra six bucks to Fluegel for this fine newsletter is also a plus on your side, just to keep up with the happenings in this great hobby/obsession.

Many of us in the past were introduced to the hobby by reading of it in magazines like Scale Ship Modeler. More recently, thanks to Tom Jass and Steve Millholland, the magazine U.S. Boat and Ship Modeler has featured several articles on the combat hobby. Some have been construction oriented, while others were battle accounts and general info about our hobby. All served the purpose of bringing attention to this club in a very complementary manner. Likewise, the opening of Skunkworks by Steve as a full time business has certainly proved to be beneficial to the hobby and I hope to Steve. By making parts, materials and even complete kits available, even the inexperienced ship modeler can embark on the adventure we know as R/C combat. As old salts, we should do our part to assist these new comers with building assistance when possible and words of encouragement because having been there, we have plenty to offer. When you can, take a look at the new battler list that Steve put together and if one of the people is in your area then give them a call just to let them know that having a gun not fire or a pump not pump is not the end of the line, but a temporary setback that we all have experienced.

Finally, the new rules package is now available so be sure when you receive them to take a look and become familiar with the changes made from last year. I am personally looking forward to the campaign battling this year. The new rules package contains the changes and I think both games will be more interesting to those who did not get to battle last year at Nats. The campaign battling was more challenging and of a quicker pace than before which I feel kept the interest up for all participants.

Again, get paid up with all dues and fees so that when the time comes to meet in Houston, we will ALL be there!!!!

R/C COMBAT FOR ALL  
David Haynes

FYI

Wade has the new rules ready for mailing. The rules are "in the mail".



"OKAY, JUST ONCE MORE THEN IT'S BEDTIME."

## MO Notes:

by Steve Millholland

HAPPY SPRING !!! Battling season is almost here. A whole winter of cabin fever has really gotten my thumbs twitching in anticipation of transmitter operation.

James and I are really looking forward to a great season of battling here in Missouri. Already we are getting feedback from readers of HULL BUSTERS concerning our Spring BB Fest to be held here in Springfield, MO on May 21 and 22. It appears likely that Tom and John Jass will be coming in from Michigan, Mike and Fred Deskin and Eric Noble will be arriving from Ohio, "Fab" Baker and "Bart Man" Purvis along with newcomers Randy Kricke and his two sons (all with ships) will be coming in from Georgia. It is great to have these guys from distant states say that they will be coming, they are welcome one and all.

As of this writing (March 21), I have not yet heard from any of the closer, regular attendees, i.e. those from Missouri, Oklahoma, Arkansas, and Texas. I can only assume that the regular crowd will show up to fill out our ranks on the days of battle.

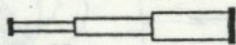
The Spring BB Fest will be sanctioned by both NAMBA and IR/CWCC so all attendees must be paid up for 1994 in both organizations. All rules of IR/CWCC will be observed and enforced.

Entry fee for the Spring event will be \$ 12.00 in advance. Fees received at lakeside or postmarked after May 12 will be \$ 17.00. We will not be sending out a general contest package to the battling public, only those who request contest info by letter or phone will be mailed a package with entry forms and map to motels and the new lake site, Ritter Springs Park.

James and I look forward to seeing all of you and trading a few BBs.

If you have any questions about the Spring BB Fest call me at (417) 831-2309 or call James Foster at (417) 886-0419.

# Observations of the Founding Father



## 2. Development of basic ship design for Combatant warships.

At Stan's persistent pushing (back in Ardmore, Oklahoma, in 1964-65), Stan and two other "Pre-Founders" had developed model warships that were tethered in the water while BBs were shot at them (from shore) by slingshots. These ships were frameworks covered with 1/32 balsa skins. From this experience, Stan knew this concept would work (with a framework of plywood) for the models of at least 4 feet long that were needed. The small plastic models were too small to have all of the necessary goodies for warfare. At first Stan suggested that paper would be acceptable if it were properly waterproofed. Jeff and Fluegel began working on these as Stan worked on control systems and guns. The paper concept did not work well. Fluegel halted all ship work and began to concentrate on his love, R/C airplanes. Stan and Jeff first build the 1/32 inch thick skinned models in Amarillo. Jeff build a 1/87 scale Destroyer Escort which was not successful. Stan built the USS Arizona (1/144 scale) and USS Ardmore. Jeff then built a USS Missouri. These ships (USS Missouri and USS Arizona) were the first two ships to successfully battle with Stan's mini-guns on April 20, 1978. On June 19, 1978, Stan began design of a simplified slightly larger (wider) version of the Ardmore. Worked with Tom Pace of "Half Track" Hobbies to possibly sell "Founding" standard hull frame kits. On June 22, 1978 gave first hull frame kit to Frank Price. On June 24, 1978 began construction of a frame kit (that later became Tom Pace's IJN Mogami, first Jap combatant). On July 2, 1978 I gave a hull frame kit to Fluegel (this would later become his first Scharnhorst). He was not very interested. On July 4, 1978 Jeff Poindexter and I began to build Fluegel's hull framework kit for him to

help get him going. He was still not enthused. On July 4, 1978 I also built Fluegel a MKIII gun. On July 11, 1978 I gave my old friend in Ardmore Oklahoma, Jerry Palmer a hull frame kit. Received word that Fluegel had added extension on to stern of his new hull to make it into a Scharnhorst. On July 28, 1978, Half Track Hobbies sold the first of my hull frame kits for \$8.00. My ship (constructed from the standard hull frame kit) became the USS Wichita, the winner of the 1979 and 1980 Von Fluegel Traveling Trophy. That was the original "Founding" Von Fluegel Traveling Trophy, not the new fangled fancy one, you young whippersnappers see today.

The "Founding" rules of R/C Warship Combat (that Stan wrote in 1980) contained construction requirements that documented the design requirements. Jeff Poindexter made, perhaps, his greatest contribution to the success of the hobby by drawing a series of excellent 1/144 scale construction plansets for heavy cruisers (American, British, German, and Japanese), beginning with his first, in September 1980. These "Founding" plans were advertised and sold first through Stan's Company "Model Warship Products Co." They helped many first and second generation combatants create R/C Combat Warships.

## 3. Writing of Rules by which to play the game.

Now that there was battling, rules were needed to assure that R/C Warship Combat would be the hobby envisioned by the Founder and participants. A set of comprehensive rules was written by Stan. Per the "Progress Reports" book #4 on Tuesday August 14, 1979 "1.) Wrote more on rules, am almost finished". The rules were given to Jeff Poindexter and Tom Pace to review for comment. They were approved almost exactly as written. These rules of R/C Warship Combat were later published in Scale Ship Modeler magazine.

## 4. Writing of story for a hobby magazine to get the word (of the hobby's existence) out to prospective combatants.

Per Stan's Progress Reports book #5, an article (announcing the mini-gun's commercial availability) for Scale Ship Modeler was written on September 25, 1979. Then on Sunday February 3, 1980, this entry is found "1.) Wrote the story for RC magazines." On Monday February 4, 1980 the hand written manuscript (along with a letter to the Editor) was delivered to Annette Covington, a secretary at work, for typing. On July 17, 1980 a letter was received mentioning "Photos" in a recent Modeling Magazine. On Friday July 18, 1980 I received a copy of the Fall 1980 SSM article with my title "At Last: Real R/C Warship Combat!". Letters (with gun orders) began pouring in from all over America.

## 5. Develop a capability to manufacture and sell mini-guns to perspective combatants.

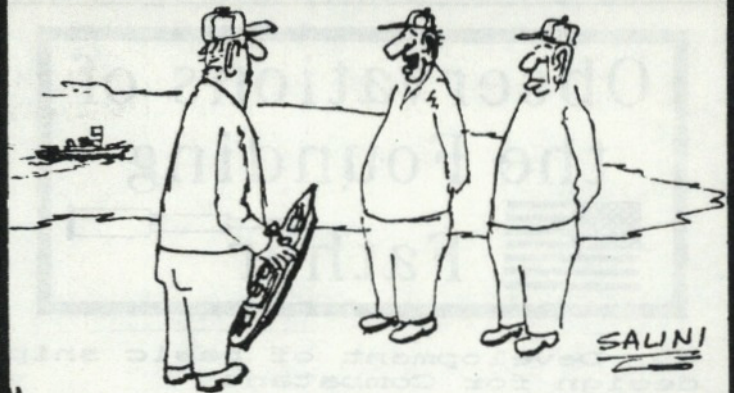
Jeff Poindexter had produced a drawing of the "o ring valve" that Stan had designed to fire the mini-gun. On Wednesday September 21, 1978 Tom Pace took it to a friend to evaluate the cost of manufacture. On Monday September 25, 1978



"QUICK... PUT IT IN REVERSE!"

received Clippard valves fittings and made valve. On October 24, 1978 I sent Model Warship Products Co. (MWP Co.) purchase order #781023 for 37 pressure tanks for mini guns. On November 10, 1978 received the pressure tanks and they worked perfectly with the Clippard fittings. On Sunday December 3, 1978 began working on the MkVII washer seal gun. Noted need for better machining capability. On Monday December 11, 1978 ordered more different Clippard fittings and valves to evaluate. On January 22, 1978 I got a small hobby lathe from Dever Cleavenger to make gun parts on. On January 27, 1979 I tested the new MkVII washer gun. It penetrated both sides of the hull at 16 feet. On February 6, 1979 fabricated tooling to make gun bodies. On Wednesday made a trial production unit (forth gun) through process. It took 18 minutes to build one. On February 13, 1979 sent Fluegel a "care" package including 2 pre-tested gun bodies. Tuesday March 5, 1979, Jeff made a gun in my factory. March 7, 1979, Fabricated 3 more gun bodies. Tuesday March 26, 1979, started an account with Nix Supply (for Clippard Fittings) in Oklahoma City. March 23, 1979, Made MkVIII gun, waiting on new neoprene o rings. May 2, 1979, Came up with a new idea for MkVII Mod. II gun. May 14, 1979, got 100 Neoprene o rings from Technical Sales. Got gun valve hooked up. Got Lathe working good on spool o ring valves. June 16, 1979, Got Clippard Needle valve. This is a variable orifice and will allow temp. flow regulation.

Book #4 June 18, 1979, I believe that the needle valve with adjustments for temp. is a significant break through. June 19, 1979, Developed easy load magazine using a modified Clippard quick connect. A major breakthrough happened on June 26, 1979. "1.) With increasing numbers of guns per ship a more easily constructed gun body is needed. The MkIX will use the modified flare to hold the Clippard fitting (washer)." In an accompanying drawing, a centering tool was shown to be used for holding the washer in place during attachment of the barrel. Played with MkIX some, it is not altogether wonderful but does appear to be acceptable. Another really significant development happened on July 11, 1979, when the note was entered; "Put needle valve on (directly mounted) on the pressure vessel to a much shortened overall length. Yes, I used parenthetical phrases even then. July 22, 1979, Decided that a safety pin in the barrel of the guns was necessary: July 25, 1979, "Production of the MWP mini-gun may be near." An inquiry of the possibility of a production rate of 10/month was asked. My response? That should be no problem. July 27, 1979, Got and tested Clippard pressure regulator. It works well. August 12, 1979, ... found empty cartons of 28,000 BBs in trash. August 17, 1979, Developed the MkVII, Mod. III, using the 006 o ring and protruding barrel. The protruding barrel was the key to the soon coming MkIX GCH, and I knew it! These were very exciting times! I wrote "This indicates that a MkIX (semi) cheap hope can be built using the protruding barrel and a standard flare elbow. See drawing" Included in book 4 was the drawing of the breach that would kick off the high volume production capability for the mini-gun. Then the actual build of the design. August 18, 1979, "2.) Built a great cheap hope. It works great! That is two new guns developed including the great cheap hope MkIX. GCH. August 23, 1979, "Fired about 800 rounds from my cheap hope gun. It seems to work rather well. Also on the same day. "Have mounted servo on my needle valve. It works well. Instructions for the somewhat tricky process of seating the o ring were also detailed in the book on the same day's entries. On Wednesday September 5, 1979, Entered note; "Would like to make 30-50, 1 inch 1/4 in. copper



"OUR COMMITTEE HAS DECIDED THAT YOU DIDN'T VIOLATE ANY RULES, BUT WE'RE GOING TO PENALIZE YOU 500 POINTS JUST TO BE ON THE SAFE SIDE."

flares for pre-production, TMS, and early production. On September 6, "Cut off 50, 1/4 copper tubing pieces. Flared about 10 ea. Don't like Dad's flare tool. On Sept. 11, 1979, First battle using the MkIX GCH gun versus Jeff's MkVII, Mod. III. washer gun. (MkIX 175 points, MkVII 20 points). On Friday Sept. 14, 1979, talked to Steve Cole about boxes and marketing strategy for MWP Co. R/C mini-gun. Saturday Sept. 15, 1979, ...made the thumb screw freon magazine system. If this works, the amount of the labor in the gun can be reduced considerably. Sunday September 16, 1979, Talked to Steve Cole about the Mail order marketing and Regulations on manufacturing the R/C Minigun. September 25, 1979, Found Male and Female flare barb fittings for BB magazine cheap 31 and 44 cents each. Ordered \$98 worth of Clippard needle valves to go into production. Found 10x10x5" boxes for 46 cents each, in quantities of 100. Wrote article for Scale Ship Modeler about MWP mini-gun. (This was the introduction announcement, not the actual "story" that was published). October 8, 1979, Got Jeff and I registered with the Name "Model Warship Products Co." (In Potter county Texas). Procured 10 Male and Female flare fittings, 10 Male flare elbows, and 20 feet of magazine tubing for making up some guns for the show. Developed a new fitting to replace the J/B fitting. Fabricated 9 production type guns (minus pressure vessel, magazine connector). Did not have any Clippard MNV-1 valves. Ordered from Nix the rest of their in stock MNV-1 needle valves. October 10, 1979, Fabricated 10 each of the new Watkins quick connect. October 13, 1979 got 10 more male and female magazine flare fittings. Then February 12, 1980, Began writing instructions for MkIX GCH operation. February 20, 1980, Finished the instructions for operation of the MkIX GCH minigun. March 6, 1980, Got quick action flare tool working, it's quick! Drilled out 25 female flare magazine fittings. Have parts to build 10 guns. There was no market for them yet, but Stan knew it was coming soon and he wanted to get the jump on production requirements. April 15, 1980, received my first order from Albert Stein from Tallman, NY as a result of my SSM announcement. This gun (and every other gun manufactured by Model Warship Products) was test fired before it was shipped to assure that it was functional. 100% inspection, Demming would have hated it! Ordered 15 more valves and 16 more tanks. Monday April 21, 1980, Received 7 letters including two gun orders. July 11, 1980, Built 7

a new gun mounting system. It's the MkIII based on the triangle. Some people may not be able to mount guns on there ships without a mounting system. July 18, 1980, Got the Scale Ship Modeler Article. It's Great, Houston, Wichita, Bismarck, Fluegel giving me trophy. July 23, 1980, Drew MkIII stamp drawing for gun mount ink stamp. July 26, 1980, Jeff and I assembled drawing for MkIX with MkIII and extention kit in a drawing of the New Orleans class Cruiser. August 9, 1980, Got a gun order from the Cleveland Model Boat club ordering 5 guns w. ext. kits and one \$5 plan set. Total \$125.95, a record order.

By March 4, 1981 I had manufactured and sold 150 guns as Model Warship Products (MWP Co.). Along with this 75 of Jeff Poindexter's Construction Plan Sets had also been sold. By March 21, 1981 MWP Co. had sold 170 guns.

**6. Affiliate with a national hobby club for purposes of obtaining liability insurance.**

Devine intervention was necessary to work this issue out! But God must like our hobby because he intervened kindly. Having been members of NAMBA in the Amarillo Muddy Rudders boat club with Stuart Russell for a year or so, Stan had established a name for himself and the new hobby of R/C warship Combat. Our Stuart Russell was elected National President of NAMBA. Stan was asked by the President and friend Stuart Russell, to become the NAMBA National Chairman for Scale and Semi-scale model boating on December 6, 1979. Stan accepted. On January 17, 1980 Stuart Russell informed Stan on tape he could use his NAMBA title to promote R/C Warship Combat. Stuart helped convince "Mom" Coad (NAMBA Secretary) that NAMBA could insure Model Warship Combat without too much risk. Since Stuart had observed the ships in action, he was an invaluable source of credibility. On Tuesday July 29, 1980, Stan received the first official NAMBA sanction (which allowed for liability insurance of the Amarillo City pond) for an R/C Warship Combat Battle Event. Jeff had done the difficult task of negotiating with the City to get the use of the lake (provided, we had liability insurance). See how the pieces of the puzzle were coming together (and FAST)!

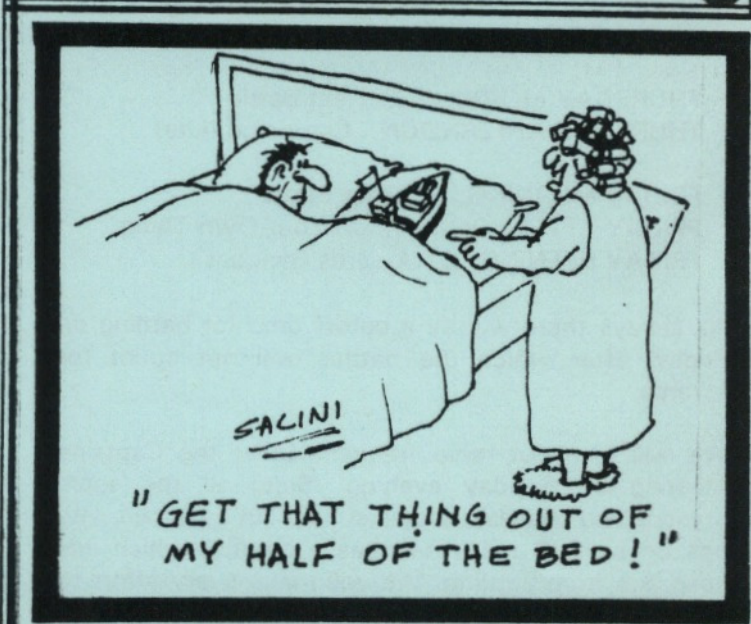
**7. Put out a Newsletter to help combatants keep up with events and issues that would have effects on the hobby.**

While visiting Fluegel (who now lived in Helenwood, Tennessee) over Christmas holidays in 1981, Fluegel said that we ("The R/C Warship Combat Club") need to have a newsletter. Having recognized the need for personal contact, Fluegel had already been talking tapes to people that Stan had indicated as good prospective combatants. We had already experienced two Nationals by now and the hobby was growing reasonably well. Stan was tied up with gun production. Six week deliveries were not uncommon. Stan agreed with Fluegel's recommendation wholeheartedly, but stated that he was definitely too busy making guns to also produce a newsletter. Fluegel reluctantly agreed to begin producing one. Fluegel indicated later that the February 1982 issue of Hull Busters went to 13 individuals (including Mom Fluegel). Under the heading "The Father Speaks", Fluegel introduced a new column in the second issue (April 1982). In his introduction he stated; "This column will be in every

Busters. I gave it this title because Stan Watkins is the undisputed Father of R/C combat. I knew him when he was nobody." The article sent to him by Stan Watkins was titled "Observations of the Founding Father". The final sentence urged gun safety with battleships as follows: "Safety is vital you Quality people.". Fluegel has performed an invaluable service in maintaining the hobby ever since. Fluegel is certainly the undisputed Founding Father of Hullbusters!

**Summary:**

There were three co-founders of R/C Warship combat, They were also the first 3 battlers. They were D. W Fluegel, Jeff Poindexter, and Stan Watkins. They have their disagreements but as indicated by their own written statements they all agree that Stan Watkins is the Father of the R/C Warship Combat Hobby. Perhaps I have been presumptuous to call myself the "Founding Father" (instead of just "Father") but I don't think so. If you accept that the above presented facts are true, I suspect that you will grant me that significant honor. But I could be wrong. Maybe I am really the "Father of the Hobby" as George Washington is called "Father of our Nation". And maybe Fluegel, Jeff and I are the "Founding Fathers of the Hobby" as the early American Patriots are called the "Founding Fathers of America". Maybe, by its inherent definition, the term "Founding Father" can not be applied to an individual. Perhaps by its very nature it is a "plural" term like "geese". Be that as it may. Remember, I chose, from the beginning, to share the hobby with you. Fluegel and Jeff helped a great deal. Thank you and God Bless you. I hope you enjoy my/our/your hobby.



**ORGANIZE THE BATTLING CALENDAR.**

By Fluegel.  
Bart told my a humorous story about the way the date for the Southeast regionals unfolded. It was anything but simple! He then mused about having "permanent" dates, like NATS does except for regionals. As the hobby is growing it does have some merit. We could make the Northeast, Southeast, the Springfield battles have a traditional weekend, one that had at least one empty weekend between each date. NATS is traditionally the second or third week and we can plan around that. Could we do the same for regionals? It wouldn't be binding, not a rule, just a rule of thumb.

## NATS TO YOU -- HOUSTON IN 1994

By Tom Jass

"EXALTED CONTEST DIRECTOR"



From my absence as a contributor to the illustrative HULLBUSTERS newsletter, you'd think I retired from my Ameritech job in the Chicago area and retired to the "boonies" in northwest Michigan. Well, winter is finally over up here in God's Country and the June issue of HULLBUSTERS is my last chance before 1994 Nats to put out a schedule and info before we actually see each other at Houston.

After consulting with the Grand Allied and Axis Admirals (Pate and Haynes) we have established the following schedule for 1994 Nats; after you read through it, it will look familiar from past years:

SUNDAY.....Ship Testing  
SUNDAY EVENING.....Captain's Meeting

MONDAY MORNING.....Fleet Battle  
MONDAY AFTERNOON.....Fleet Battle

TUESDAY MORNING.....Fleet Battle  
TUESDAY AFTERNOON....Campaign (Full)

WEDNESDAY.....Small Ships Battle  
WEDNESDAY.....One on One Battles  
WEDNESDAY.....Special Fleet Battles  
WEDNESDAY NIGHT.....Night Fleet Battle

THURSDAY MORNING.....Fleet Battle  
THURSDAY AFTERNOON...Campaign (Lite)

FRIDAY MORNING.....Fleet Battle  
FRIDAY AFTERNOON....."Do Your Own Thing"  
FRIDAY EVENING.....Awards Banquet

As always there will be a cutoff time for battling on Friday, after which the battles will not count for awards.

We will give out radio frequencies at the Captains Meeting on Sunday evening. Bring all the spare crystals you possess; they can help out a captain who has driven 800 miles and has a conflict which will keep him from battling. We will make every effort to have only two fleets as in 1993; but if frequency conflicts require us to use four fleets (as in Orlando in 1992) we will do that to allow all captains to battle an equal amount of time. Brian and Wade will have a good idea of the situation before Nats begins if you take the time to fill out your entry form correctly. CAPTAINS WHO HAVE THE NEW NARROW BAND RADIO EQUIPMENT WILL BE GIVEN PRIORITY WHEN ASSIGNING FREQUENCIES.

## SHIP INSPECTIONS

All cars and contestants from the Maryland area will

be searched thoroughly for suspicious Shark Boats and other items prior to unloading at the motel site. Belongings and property of dentists from south of the Mason-Dixon line will also be closely inspected for contraband materials. Forewarned is forearmed!!

All ships will be inspected for construction correctness (except for the CD's ships which are exempt) and speed on Saturday (if the lakes are available) and Sunday; you will not be allowed to enter a battle during the Nats week unless your ship(s) have been checked and I am aware of their passing all checks. Some ships in each fleet will be checked for the following characteristics:

Correct Number of Ribs  
Rudder Size  
Gun Pins  
Weight  
Length and Beam  
Drop Test

All ships will be tested for proper speed. All captains must own and wear safety glasses when directed by the CD or Fleet Admirals.

## SETTLING DISPUTES

As in Orlando in 1993 I will work exclusively through the Axis and Allied Fleet Admirals; if an individual captain has a complaint or challenge to offer, he must go through his Fleet Admiral who will relay and discuss the problem with me and the other Fleet Admiral. This system worked well in the past and it saved much time and effort. Also the Admirals were able to defuse many possible problems prior to their becoming huge disputes.

## OTHER HELPFUL HINTS

Go through the rules and the shiplist before coming to Nats. Also read the rules for both Campaign and Campaign Lite -- this will save you much anguish and anger at Nats during the week in real time during the events.

If you are planning to offer a rule change proposal at the Friday night meeting write it up and talk with the other captains at Nats (a good place to accomplish this is at breakfast or supper). Get their support prior to the rules meeting -- that will save us time in Friday night and will "grease the skids" for your proposal.

GET INTO THE RIGHT FRAME OF MIND BEFORE YOU EVEN ENTER YOUR CAR (OR THE PURVIS AIRPLANE) ON THE TRIP TO HOUSTON. WE ARE GATHERED TOGETHER TO HAVE FUN, FUN, FUN!! THE COMRADESHIP WE ALL EXPERIENCE DURING THE WEEK IS WHAT WE REMEMBER DURING THE WINTER AND FUTURE YEARS. WINNING IS FUN -- BUT FUN IS WINNING.

YOU'RE PROBABLY AN ADMIRAL  
FROM MICHIGAN IN THE  
BRITISH FLEET IF . . .



You wear black socks  
and sandals while  
sinking your ship in  
26.43 ft. of 48° water.

News from

**SKUNKWORKS**



**Hello again** to all my old friends out there in the world of R/C Model Warship Combat. Lots of good stuff has been happening recently that I would like to relate to you.

#### FIBERGLASS HULLS

As of this writing (March 21) we now have fiberglass hulls available for the FS Le Terrible (or Le Fantasque if you prefer) class destroyer leader. We also have fiberglass hulls available for the heavy cruiser USS Houston (Northampton class). At present these are hull shells only, with nothing else. Complete fiberglass kits of the Houston will be available shortly as most of the other material for it will be converted from the wooden kit currently available. Complete kits of the Le Terrible may be available sometime in the summer as much of the patterns for superstructure and internal gear still has to be fabricated.

#### FIBERGLASS HULL SERVICE

One thing that I hear a lot of here at SKUNKWORKS is, "When are you going to have a fiberglass hull available for ..... (fill in the blank)"?

I usually have to reply that (blank) is not in our lineup of hulls to produce or even if it is, it will probably be a year or more before we even begin work on the mold.

The problem with producing fiberglass hulls is that it is a very time and labor intensive process to fabricate the original plug used for making the mold. In order to help offset this problem I am implementing a new plan, a Fiberglass Hull Service.

Do you have a favorite ship that makes you drool at the thought of having in baby smooth, durable, tough fiberglass? Do you have better than average hull building ability, or know someone who does? Maybe this could work for you.

SKUNKWORKS is willing to work with individuals who are capable of building and finishing a male plug suitable for reproducing in fiberglass. There is no pat deal for this service, each deal will be negotiated depending on the skills of the builder, the form and finish of the plug, and the popularity and saleability of the ship being modeled.

If a plug is poorly built and poorly finished, or is of a ship with dubious saleability to the hobby at large, we may charge you a pre-negotiated amount to make you a finished hull.

If on the other hand we get from you a finely built and finished plug of a ship that will have obvious popularity, we will not only supply you with a completed hull but could sweeten the deal with Dollars and / or SKUNKWORKS credit.

Are you interested in a fiberglass model of that Rumanian hybrid aircraft carrier / shrimp trawler that your wives great uncle Vladimir served on? Don't start building the plug just yet. First, call me here at SKUNKWORKS. There are a few things that you need to know in order to make a good plug. There are certain dimensional requirements that must be observed, certain materials that are definite No Nos in making a plug, and construction techniques that will make the job much easier than producing a regular combat hull.

Call me, let's make a deal.

#### MAGAZINE ARTICLES

In the last issue of News From SKUNKWORKS, I related how a new magazine, R/C Boat Modeler will be joining our old standby, U.S. Boat and Ship Modeler, in printing articles on our hobby. There is more good news.

The magazine that started our hobby way back in the late '70s and early '80s, Scale Ship Modeler, is now jumping back on the bandwagon of Model Warship Combat. The current editor of Scale Ship Modeler is quite excited about our hobby and is going to print an article by Steve "FAB" Baker in their June issue, out on newsstands in early May.

We now have all three of the R/C based model boating magazines in our corner helping us to spread the word about our "Magnificent Obsession".

As a side light of this, because SKUNKWORKS is an advertiser in all three of the magazines in question, all three magazine editors are actively seeking construction / review articles about the combat warship kits that we produce here at SKUNKWORKS. If you are an experienced battler or a complete rookie who has or will soon be assembling one of our fiberglass kits, please seriously consider writing an article for publication. Not only do the magazines pay handsomely (\$\$\$) for any articles they publish, SKUNKWORKS will make it worth your while with amounts of product credit.

Here is your chance to not only see your name in print, but to help out the hobby, SKUNKWORKS, and yourself, by getting new people involved.

If you have questions about what is necessary to write a good acceptable article, call me.

#### ANSWERS TO QUESTIONS

While 95% of the folks out there have no qualms or questions about the desirability of the new fiberglass hulls, there are a few squeamish folks who have questions.

The # 1 question that I constantly get is, "How well do the fiberglass ribs stand up to BB impact?" Answer: Very well, thank you. My DKM Lutzow, which does not even have the cushioning layer of balsa that most models have, only two layers of Silkspan as a hull sheeting, has been through two years of combat without damage to the hull.

There are several spots on the edges of the rib cutouts where hard BB impacts have chipped the outer surface of the colored gel coat but the underlying fiberglass mat and resin is undamaged.

The # 2 question is, "What happens when accidental rams start breaking out those thin ribs?" Answer: I don't know. Why don't I know? Because in the two years that we have been using fiberglass hulls, there have been NO broken ribs due to rams. My Lutzow has been rammed numerous times, by Moltkes, Indianas (ram sunk), and Yamatos (among many others) without framework damage. My Bismarck has been smacked several times by large battleships with the predictable balsa sheeting damage but without damage to the frame. Other battlers using fiberglass hulls report similar results. I know of no fiberglass framed ship (to date) that has suffered frame damage of any kind due to combat circumstances.

As a follow up to this question I must add, "So what if a rib does get broken in a hard ram. It is a simple matter to glue or resin a small plywood or fiberglass brace behind the broken rib for a permanent repair. This is the same thing which would be done to repair a rib in a wood frame hull. In the meantime, even with a patched rib, you will still have all the advantages which originally made you purchase a fiberglass hull. You will still have a lighter hull with gobs more internal room because there are no protruding plywood ribs, a smoother outer hull with little or no panting, and no chance, ever, of a dry routed framework.

As you can see, fears about the function and durability of fiberglass hull frames are unfounded. The future of combat is Fiberglass.

*Steve Millholland*

## SCORING THE FLEET BATTLE ON COMPUTERS

by Martin Hayes



People have asked how to construct a score sheet on a computer for figuring out the scores for an R/C combat event. Unfortunately because I use a Macintosh the transfer is not easy. Presented is a score sheet for a fleet battle done in Excel on a Macintosh computer. The spreadsheet is similar to one for Lotus 123. I will go through the steps and show you how to build one of your own.

Column's A B and C need no explanation listing only the ships, names and class of the participants in the battle. Column D is where you enter the damage for the 1st. Sortie. The totals at the bottom of each fleet listing are simply a sum of those columns.

Column E is where the points assigned to each ship as their 'take' from the battle are figured. They are figured out by the following formula:  $( - ((\$D\$21/\$C\$11) * C5) - F5)$ .

*Note: the '\$' represent that those locations selected will not change as formulas are copied, the ones without '\$' will change as the locations move. so the second score formula will be:  $( - ((\$D\$21/\$C\$11) * C6) - F6)$ . Note the C5 and F5 have now changed to C6 and F6 representing the data for the next ship in line. I believe this convention is common between most spreadsheets.*

$( \$D\$21 )$  is the location of the total damage to the opposing fleet,  $\$C\$11$  is the location of the total of the class points of your fleet, so this part of the formula represents (enemy damage/total class pts. of home fleet). This gives a \* of points per. class point. Next it is multiplied by the class of the warship that we are

figuring the points for, and finally any penalty points are subtracted. Note in this way we remove penalty points from the fleet score and the individuals score but do not effect the other ships' scores. The total at the bottom of this column represents the total score for this fleet in this sortie.

Well, the first sortie wasn't that hard was it? Just one formula to figure out really, most were simply sums. The second is very similar but introduces two new concepts to cover more rules in R/C Combat. Column's G through J are the same as sortie 1, however note that USS Atlanta has dropped out of the second sortie and by the rules of R/C Combat gets no score only penalties in the second sortie but the 2nd. sortie is counted for sortie averaging. So column K is required. The formula depends upon the class of USS Atlanta being set to 0 for the second sortie (because she did not sail).

The K column formula is:  $( -IF(C5>0,(E5+I5) * (C5/(C5+G5)),0) )$ . This formula has two interesting purposes: The first the 'IF' statement is there to allow the extra rows to exist without causing a 'DIV/0' error. The  $C5>0$  statement means that if a class was never entered, put a 0 in column K. The second is to solve the 'dropout' problem of USS Atlanta,  $(E5+I5)$  (the 1st and 2nd sortie scores) are multiplied by the original class entry (C5) divided by the two class entries.  $(C5+G5)$ . This results in the total score being cut in to half for two sortie boats or the 1st. sortie only boats get their original 1st. sortie score minus any penalties for the second sortie (automatically they are cut out of the score breakdown of the second sortie by the 0 class entry) cut in half.

This is by no means the 'end all' of combat score sheets but it will give you enough to start one of your own. The one I used for Nats in Maryland was much more verbose passing scores from each fleet battle to a 'Master sheet' automatically, sorting for top scores and maintaining a Current Fleet Standing score for the week. But this should give you a starting sheet that will handle most situations in R/C Combat.

	A	B	C	D	E	F	G	H	I	J	K
1											
2	FLEET 1										
3	Fleet Score =	4915.			Sortie 1				Sortie 2		
4	ships	member	Class	damage	points	penalties	Class	damage	points	penalties	ave sortie pts.
5	HMS Warspite	Hayes	5	845	888	100	5	990	620		753.75
6	HMS York	Travis	5	1250	988		5	455	620		803.75
7	USS Maryland	Schultz, D.	5	670	988		5	1145	620		803.75
8	USS Atlanta	Bobett	3	345	593		0	0	-400	400	192.5
9					0				0		0
10					0				0		0
11	Totals		18	3110	3455	100	15	2590	1460	400	
12											
13	FLEET 2										
14	Fleet Score =	5300.			Sortie 1				Sortie 2		
15	ships	member	Class	damage	points	penalties	Class	damage	points	penalties	
16	Bismarck	Fluegel	6	2565	1166		6	455	571	400	868.75
17	Derflinger	Blattau	4	345	778		4	650	648		712.5
18	Nagato	Montgomery	6	645	1166		6	755	971		1068.75
19					0				0		0
20					0				0		0
21	Totals		16	3555	3110	0	16	1860	2190	400	



## " Danny's Tactic spot "

by Danny Schultz

When on five sit away from the the battle (of course) but, not too far. If your ship didn't take too much damage and is in no danger of sinking you still have a job to do.

Observe the battle and take note on your buddy/wingman/ADMIRAL status. The real question is who on your side could use some help.

While on five you have the following jobs:

**REINFORCEMENT:** If they didn't HEAR you call five, then there's no sense in telling them. Let them figure it out. And you know, some people are really deaf, with others who can barely talk (myself and Kurt excused). You just go flying in and watch them run sometimes right back at you, but that's life.

**INTERFRANCE:** They are not suppose to ram you so they half to steer around you. Kinda hard to shoot your buddy when you are in the way all the time.

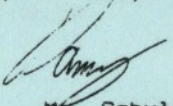
**PIN-CUSHION:** They can't shoot your buddy if they have to shoot thur you.

I make it a practice to try at least one while on five (unless of course I'm fighting to stay afloat).

The way it works best for me is .....

I sit across the battle ( put the main fighting between you and your ship). Wait until you have about 30 sec. left. Head for shore thur the pic of battle. If you play it right you'll take maybe a hit or two but save your team mates plenty ( unless your buddy is the HOOD and grounded ).

Time is the key thing. The more time they have to put toward you the less they have for your buddy. Time=bbs

  
Mr. Schultz  
hey right

Editors note; It has always been my understanding of the "5 minute rule" that it was not to be a secret. Should an enemy ship approach you ship, you should reannounce the fact that your ship is "on five". Have things change?

compared to. We need your help, and cameras, to get all the footage we can. Of course anyone donating use of a camera, or camera footage will get a FREE NATS tape. Still pictures would be useful too!

Don't forget! NATS fees are \$110.00 until May 31st. After May 31st the fee is raised to \$125.00! Fluegel should have a NAMBA membership form, and a Club membership form in this issue. Of course this includes all lunches, and the Friday night dinner. You MUST be a CLUB member, and a NAMBA member to compete at NATS. Write or call me if there is any question.



Wade Koehn  
1251 Wilcrest  
Apt. 103  
Houston, TX. 77042  
713-952-3078



" NOT ANOTHER SHIP MOVIE! "

## NATS SITE AND NATS UPDATE

by

Wade Koehn

Brian Craven and I went to go see the changes at H & H Ranch recently. The bridge between the narrows and the main large lake is gone. Where the second bridge was between the narrows and the second lake has been replaced by a larger, and wider bridge. the distance between the bottom of the bridge and the water is about 1.5 feet. There is a long dock along that runs along the bank on the main lake. The second largest lake has a sand beach to launch from. The small lake in back is going to be completely cleaned out. They left the bridge in tacked there.

Other things that will be different from last year are: pallets will be placed around the different lakes for launching, an official clock and it's case will be donated by me for time keeping for this NATS, and future NATS, a keg of beer for the dinner, and CO2 service will be provided at lakeside. Last year we had a problem will filling ship tanks from the larger 50 lb. tanks. After the 50 lb. tanks got half empty, we couldn't get a good fill. I will get SEVEN 50 lb. or FIVE 65lb. tanks to start the week with. If we need more I will get more. I will charge X dollars for a Heavy Cruiser and smaller, and X dollars for a class 5 ship and larger; for unlimited fills all week. I don't how much I'll charge because I'll have to go to another supplier this year. I'm estimating that Cruisers and smaller will be 10 bucks, and everything else will be 15 bucks.

Brian and I will be asking for cameras and camera operators again for this NATS. Brian has the software for his CD Rom and can transfer ALL of the film to his computer. This means that we will get rid of all of those multiple retaping problems we experienced in last years NATS tape. Brian can record directly to his computer, for a nice clean copy. Also he can add special effects easily, and cleanly. THIS will be the NATS tape that all future tapes will be

NATIONAL FINANCES. TREASURER, FRANCIS  
S. ROGOWSKI 3th. 1/1993 to 12/1993.

	IN	OUT	TOTAL
TOTAL AT END 12/1992	\$536.24		\$536.24
RECEIVED MEMBERSHIPS (D&HB) (1-3.5-8)	\$84.00		\$720.24
RECEIVED MEMBERSHIPS (D) (4)	\$6.00		\$726.24
RECEIVED MEMBERSHIPS (D&HB) (9-21)	\$156.00		\$882.24
SENT TO FLUEGEL FOR HB (1-3.5-8)		\$42.00	\$840.24
SENT TO FLUEGEL FOR HB (9-21)		\$78.00	\$762.24
RECEIVED MEMBERSHIPS (D) (23)	\$6.00		\$768.24
RECEIVED MEMBERSHIPS (22.24-25)	\$38.00		\$806.24
SENT TO FLUEGEL FOR HB (22.24-25)		\$18.00	\$788.24
SENT TO CRAVEN FOR NATS93 MEDALS		\$85.00	\$701.24
RECEIVED MEMBERSHIPS (D) (26)	\$6.00		\$707.24
RECEIVED MEMBERSHIPS (D&HB) (27)	\$12.00		\$719.24
SENT TO FLUEGEL FOR HB (27)		\$6.00	\$713.24
RECEIVED MEMBERSHIPS (29-29)	\$24.00		\$737.24
RECEIVED MEMBERSHIPS (D) (34.36-37)	\$18.00		\$755.24
RECEIVED MEMBERSHIPS (D&HB) (30-33.35)	\$60.00		\$815.24
RECEIVED MEMBERSHIPS (D) (38-40)	\$18.00		\$833.24
RECEIVED MEMBERSHIPS (D&HB) (41-48.50)	\$108.00		\$941.24
RECEIVED MEMBERSHIPS (D) (49.51)	\$12.00		\$953.24
SENT TO FLUEGEL FOR HB (29-33.35.41-48.50)		\$96.00	\$857.24
RECEIVED MEMBERSHIPS (D&HB) (52-54.57)	\$49.00		\$906.24
RECEIVED MEMBERSHIPS (D) (55-56)	\$12.00		\$918.24
SENT TO FLUEGEL FOR HB (52-54.57)		\$25.00	\$893.24
RECEIVED MEMBERSHIPS (D&HB) (58-59)	\$24.00		\$917.24
RECEIVED MEMBERSHIPS (D) (60-62)	\$18.00		\$935.24
RECEIVED MEMBERSHIPS (D&HB) (63-65)	\$36.00		\$971.24
SENT TO FLUEGEL FOR HB (58-59.63-65)		\$30.00	\$941.24
RECEIVED MEMBERSHIPS (D) (66-69)	\$24.00		\$965.24
RECEIVED MEMBERSHIPS (D&HB) (70-71)	\$24.00		\$989.24
RECEIVED MEMBERSHIPS (D) (72)	\$6.00		\$995.24
SENT TO KOHEN FOR PHONE BILLS & AWARDS		\$118.00	\$877.24
SENT TO LIEF RULES POST & Mem. CARDS		\$201.95	\$676.19
RECEIVED MEMBERSHIPS (D&HB) (73)	\$12.00		\$688.19
SENT TO FLUEGEL FOR HB (70-71.73)		\$18.00	\$670.19
SENT TO WADE FOR NATS RIBBONS		\$18.18	\$652.01
RECEIVED MEMBERSHIPS (D) (74-75)	\$12.00		\$664.01
RECEIVED MEMBERSHIPS (D) (76)	\$6.00		\$670.01
SENT TO KOEHN FOR SAFTY GLASSES		\$63.60	\$606.41
RECEIVED MEMBERSHIPS (D&HB) (7-8)	\$24.00		\$630.41
SENT TO FLUEGEL FOR HB (7-8)		\$12.00	\$618.41
RECEIVED MEMBERSHIPS (D) (77)	\$6.00		\$624.41
RECEIVED MEMBERSHIPS (D&HB) (78)	\$12.00		\$636.41
MINUS MONEY STILL OWED CLUB (SEE MEMBERLIST)		-\$30.00	\$606.41

VICTORY AT SEA.....  
A NEWSLETTER FOR ALLIED CAPTAINS

By Tom Jass



Tired of getting your R/C Combat news filtered through the Axis Ministry of Propaganda? Tired of always hearing and reading the news with an Axis slant? A subscription to HULLBUSTERS is an essential item in a battling captain's toolkit; however, more information is even better. Get a different perspective on R/C Combat news, history and construction articles.



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VICTORY AT SEA (an appropriate title given the real Allied score of 2 to 0 in WWI and WWII) is a quarterly newsletter for Allied captains published in March, June, September and December of the year. A yearly subscription costs \$5. Send a check to:

Tom Jass  
PO box 225  
Arcadia, Mi 49613  
(616) 889-6124

I will be happy to publish your Allied articles on construction techniques, battle reports, strategy discussions, book reports, etc. Unlike this rag's editor, I do not require you to provide me with typed articles; I will be happy to type up your work for inclusion in VICTORY AT SEA. If you have a computer or word processor you can save me some time and effort if you type up your articles.

I do have some extra copies of all backissues -- if you are interested contact me by phone. Type up that article you have in your mind ready for publication.

# NAT'S 94 Entry Form

that \$ 125.00  
After  
\$ 111.00/yr  
31/94 to May  
JAN 1/94 to May  
8

(713) 952-3078

Captian's Name \_\_\_\_\_

Phone Number \_\_\_\_\_

Primary Ship's Name \_\_\_\_\_ Freq. \_\_\_\_\_ CH. \_\_\_\_\_

Sec. Ship's Name \_\_\_\_\_ Freq. \_\_\_\_\_ CH. \_\_\_\_\_

Convoy Ship's Name \_\_\_\_\_ Freq. \_\_\_\_\_ CH. \_\_\_\_\_

Convoy Ship's Name \_\_\_\_\_ Freq. \_\_\_\_\_ CH. \_\_\_\_\_

Primary Ship's Class \_\_\_\_\_ Secondary Ship's Class \_\_\_\_\_

**ALL ships will be checked for rules compliance on Sunday July 10, 1994**

at the Hotel.

## Send Nat's entries To:

### WADE KOEHN

### 1251 Wilcrest Dr. Apt. # 103

### Houston, Texas, 77042

To join the club and subscribe to Hull Busters. Send to our treasurer at "Francis Rogowski, 2240 Hope Mills Rd, Fayetteville NC, 28304". Please print!

I have enclosed \$6 \_\_\_ to become a 1994 club member. OR, \$12 \_\_\_ to become a 1994 club member and for \_\_\_ a 1994 Hull Busters subscription. Francis will forward Hull Busters \$6 and send you the new rules packet as soon as they are available.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

To ONLY subscribe to Hull Busters for 1994 send \$6 to "D.W. Fluegel, 3524 Gray Dr, Mesquite TX, 75150". All subscriptions will include all 6 1994 issues, no matter when you subscribe, but for the news while its new, subscribe soon. There are about 60 different past issues. Some interest has been noted about the availability of past issues. If you want 5 or 10 of them send me 5 or 10 dollars, or whatever, they cost \$1 each. Please print!

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

**BATTLE ANNOUNCEMENT**

By Fluegel, for Pate.

April 30- May 1st is the first stone of the Texas Triple crown. It's also the date of the Southeast regionals, but that's just an aside. This battle is 100% unsanctioned! Last year only 5 or 6 battlers participated, and that was fun, and not an issue, but this year the number of battlers is projected at 12! Millholand, 3 rookies, and my son Paul Fluegel are the new participants.

Pate is concerned that he will not be able to house all the participants, as is customary at Texas Triple crowns. That's one of the few down sides of the growth of the hobby. If you are staying with Pate, he would like to remind you to bring TOWELS, bedding (sleeping bag), shampoo, ect.

Because of the 19 adults coming, those who have not already arranged to stay at Pate's bunker need to make reservations at one of the 3 motels listed below. These motels are on the close side of town, and are therefore recommended in the order they are listed. Should they be filled, which is very possible, any vacant room should be considered. Make your reservations as soon as possible as some big deal is happening that week end.

1st Dietzer motel, 210-997-3330

2nd Frontier Inn, 210-997-4389

3rd Contry Inn, 210-997-2185

If you are coming let somebody know, so you can be included in all the fun plans. The lake site is new, so don't just show up at the old lake, you will be miles from the action.

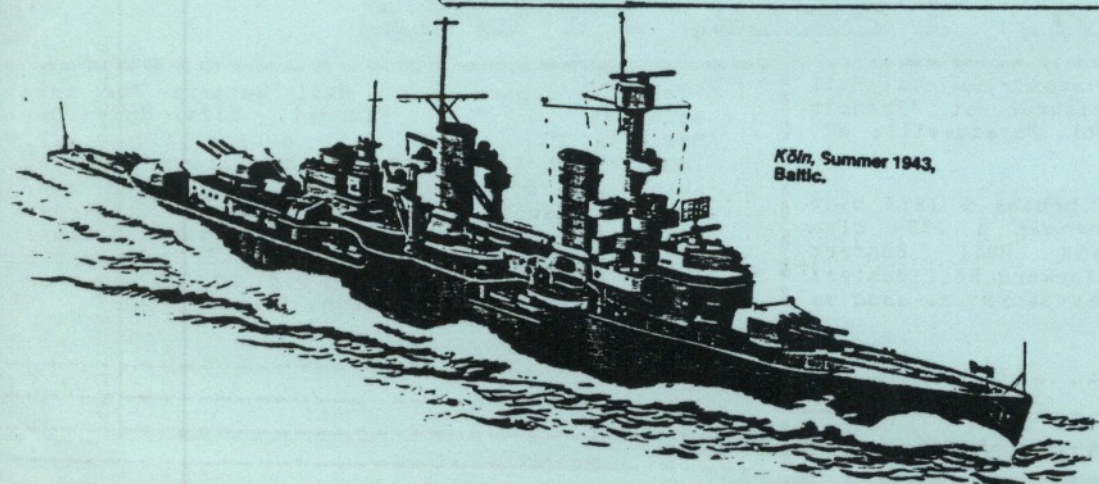
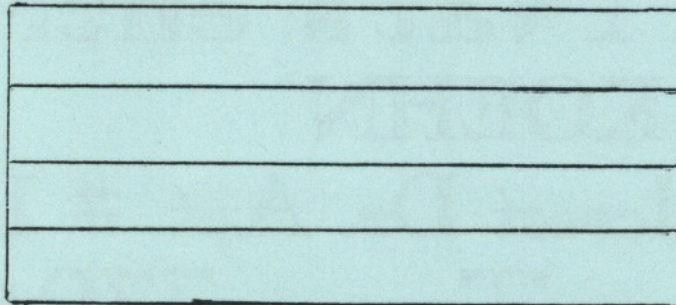
Love and Kisses, Admiral Pate.  
(210-669-2441)

**Battler's Calendar**

By D.W. Fluegel.

April	30-	First Texas Triple Crown;
May	-1	info in article.
April	30-	Southeast regionals, Sanctioned.
May	-1	Call Bart; 912-367-7306.
May	21-22	Spring Regionals, Springfield MO.
		NAMBA membership probably required
		but not a club sanctioned event.?
		Details in "MO Notes" article. HB.
May	25	Next dead-line for H.B. articles.
May	31	Nats entry fee goes up from \$110
		to \$125 (Ouch!)
June	4-5?	Michigan Regionals contact Chris.
		Au (906) 482-0581 to find out if
		it's really going to happen!
June	(early)	Second Texas Triple Crown
July	11-15	1994 Nationals - Houston, TX
July	16	Axies celebrate another victory!
Sept	10-11	Same as "May 21-22" event.

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*König*, Summer 1943,  
Battic.