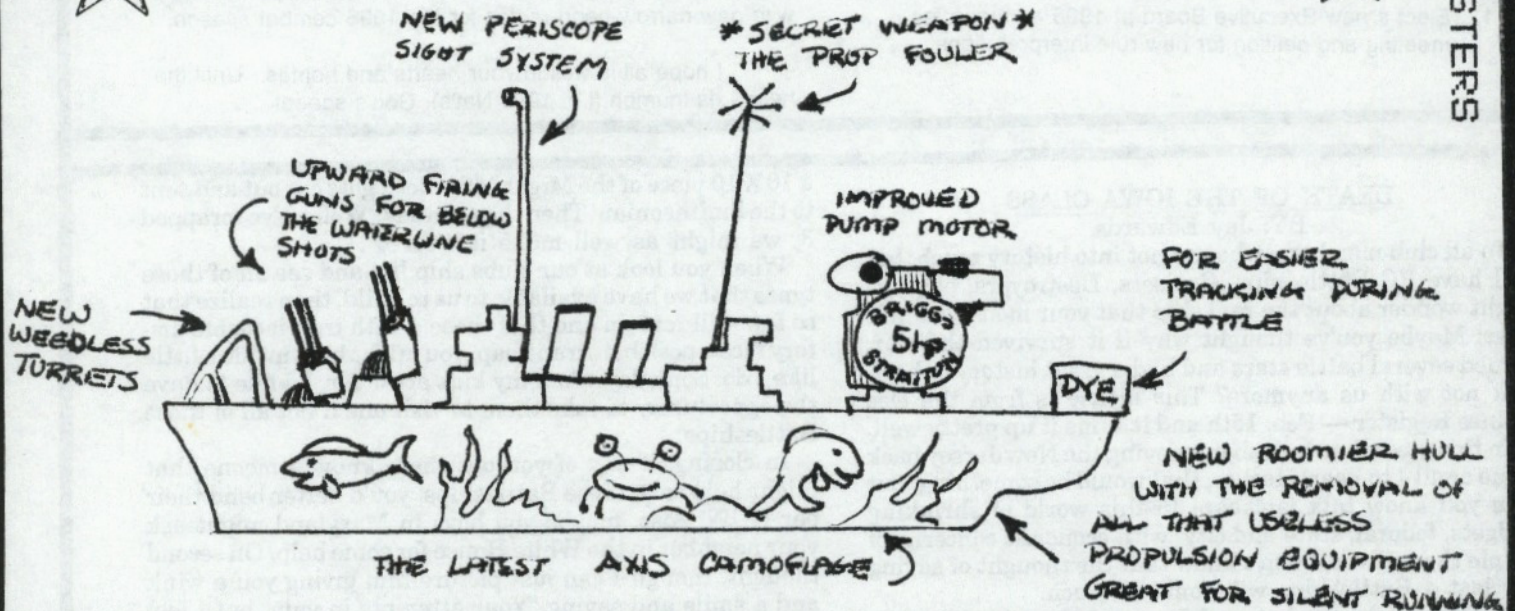




THE NEW AXIS WARSHIP DESIGN
DKM SCUTTLEBERGER



President's Column I



By Lief Goodson

Several club members have petitioned the Executive Board regarding the proper interpretations of certain IR/CWCC bylaws (rules). As previously promised, (like it or not), the Executive Board has come to unanimous agreement on the interpretation of these rules in accordance with the IR/CWCC constitution. The following official rule clarifications are provided:

Bylaw III.C.6, RE: Definition of a "sink" on an aircraft carrier

Clarification: The sinking deck on an aircraft carrier is the normal hull deck - not the flight deck. Therefore, all hull area above the true hull deck may be hard. CD's are to declare aircraft carriers sunk when portions of the hull deck are awash on both sides.

Campaign Bylaw II.B. and Campaign Lite Bylaw II.A. RE: Using warships (including aircraft carriers) as convoy ships

Clarification: Both the campaign and campaign lite rules use the same definition for a convoy ship - "any ship built or specifically refitted to transport supplies or troops". "Refitted" as it applies to warships and aircraft carriers means modified to the extent that

they could not later be used again as warships or aircraft carriers.

Bylaw II.A.1.e, RE: Testing for hull hardness at National's.

Clarification: This bylaw was added after the 1992 Nat's solely to assure that all warships are hardness tested at Nat's. Consequently, expect to have your ship(s) hardness tested at this year's Nat's.

Bylaw II.B.3, RE: The marked waterline must be within 1/8" of the floating waterline.

Clarification: This is not really a clarification/interpretation. Inasmuch as there have been complaints about ships violating this rule, we want to advise captains that this will be checked closely at this year's Nat's.

Bylaw II.A.1 and II.B.3, RE: Impenetrable waterline tape.

Clarification: There have been rumors of some captains using impenetrable waterline tape. This will not be a problem at Nat's as the CD will be testing spots on the waterline during hull hardness testing.

Bylaw II.B, RE: Angling propeller shafts in towards the keel.

Clarification: This is a difficult interpretation to make considering there is no rule that specifically addresses the angle of prop shafts. However, we believe the practice of angling-in prop shafts is a violation of the IR/CWCC scale rules. In recognition of the lateness of this decision, we will allow ships containing this newly-defined "violation" to participate at the 1995 Nationals.

That notwithstanding, in the future these ships will not be allowed to battle until their prop shafts are parallel to the keel (within about 7°).

Please understand that these are binding rule interpretations/clarifications. However, (excluding safety issues) the IR/CWCC Executive Board does not have the authority, nor the desire, to make or change rules - merely interpret rules in accordance with our constitutional responsibility. If you disagree with our interpretations you have two options:

1. Elect a new Executive Board at 1995 annual rules meeting and petition for new rule interpretations.

2. Change the relevant rule in accordance with the procedures set forth in the IR/CWCC Constitution and Bylaws to preclude any future mis-interpretation.

In closing, I want to briefly mention an updated Frequency List. Inasmuch as 1995 will be the last year that wide band radios will be allowed, I have intentionally not updated the Frequency List. My plan (if re-elected) is to revise the Frequency List after National's to include only narrow band radio frequencies. I believe this will be more relevant for those of us who will have to replace our current wide-band radios with new narrow-band radios for the 1996 combat season.

I hope all is well in your hearts and homes. Until the next Axis triumph (i.e. 1995 Nat's), God's speed!

DEATH OF THE IOWA CLASS

BY: Jay Edwards

To all club members, who are not into history much, but still have RC Battleships, Cruisers, Destroyers, etc; you might wonder about the real ship that your model is made after! Maybe you've thought why if it survived the war, earned several battle stars and had a great history to boot, is it not with us anymore? This article is from the Des Moines Register — Feb. 15th and it sums it up pretty well.

In this piece they talk about moving the New Jersey back home or all 4 to Pearl Harbor, that would be something, but men you know talk is cheap! In this world of shrinking budgets, federal, state and city with economic concerns of people themselves, I don't know that the thought of saving our last 4 Battleships will come of much.

Another club member and I agreed that the Missouri would be saved at any cost, but since all 4 have been stricken from the Navys' register so soon after taxpayers spent so much money on their renovations, I wouldn't be surprised if

a 10 X 10 piece of the Might MO's deck gets cut out and sent to the Smithsonian! Then they can say "Well we've scrapped 3, we might as well make it 4 for 4".

When you look at our clubs ship list and see all of those types that we have available to us to build, then realize that so few still remain and that these 4 with irreplaceable history face a possible scrap heap, you might hurt inside a little like I do. Someday when my kids are older, I'd like to have the opportunity to take them to visit one if not all of these Battleships.

In closing, if any of you out there know someone that might help save these Battleships, you'd better bend their ear NOW! Also, maybe you boys in Maryland might ask your neighbor in the White House for some help. On second thought, though I can just picture him giving you a wink and a smile and saying "Your attempts in vain, but I feel your pain".

ENOUGH SAID!

P.S. Secretary of the Navy, John Dalton must have been a AXIS in a previous life!

NEXT STOP: SCRAP HEAP OR MUSEUM



Venerable battleships relegated to history

The Navy spent \$329 million to refurbish the New Jersey in 1982 and \$23 million to mothball it 10 years later.

LONG BEACH PRESS-TELEGRAM

Long Beach, Calif. — America's battleships survived torpedoes, mines and missiles, but not the end of the Cold War and the defense cuts that followed.

The world's last battleships — the Missouri, the New Jersey, the Iowa and the Wisconsin, all mothballed — have been stricken from the Navy's register of ships.

Secretary of the Navy John Dalton has cleared the way for the four

A ROOKIE'S VIEW ON THE REGULATOR ISSUE.

by C.W. JERDEN
FT. WORTH TEXAS



A little peace back I got interested in this here hobby. So I sent off a few bucks to some French rebel with a rowed ski boat or something over in the heart of Dixie for membership in this here club and a set of rules.

Months later my mailman (sort of a redundant term aint it) dropped off my rules pack. I first noticed it made a gosh darn good door stop cause thats how the mailman (redundant, redundant) used it cause it wouldn't fit in the ol' mailbox. He also left a nasty note say'n I owed him a truss. Heck-fire I didn't even know he was a building a house! I got my hand truck and wheeled my rules out to the woodshed till I had time to look'um over.

The very next day, real early like, I met the mailman (OH ya'll knowed) at the door. He was a say'n he had to get his route done early cause he had to go see the Doc that very afternoon about his truss. This made me feel real bad as even the Doc was a gonna help put a roof on this poor guys place and I couldn't help'um. Seems a while back I traded a cow fer some magic beans and they aint paid off by a growing just yet! Anyhow he gave me my Febuary "Hull Busters" and I decided to read it first cause it wernt near as thick as them there rules see.

Then I runned right smack dab into this here reg-u-late r confab! Try as I might I just couldn't figure out what in the tar-nation all the flap was about.

Corse I had to know what to do, being a rookie and all,

Iowa-class dreadnoughts to be scrapped or used as museum ships.

Two of those 887-foot ships — the Missouri, on whose decks the Japanese surrendered, ending World War II, and the New Jersey, the most decorated U.S. warship — stayed at the Long Beach Naval Station for nearly a decade, until they were decommissioned several years ago.

The cost of maintaining the ships outweighs their value, said Navy Lt. Dave Albritton.

1,500 in Each Crew

The Jan. 12 decision to scrap the ships came after a review of costs and operational requirements, the same forces that prompted retirement of the ships. The four ships had cost \$80 million annually to operate, more than half of which went to pay the crews of 1,500 per ship.

After service in Vietnam, the New Jersey was mothballed. It was the first of the four battleships refurbished, at a cost of \$329 million, and was recommissioned in Long Beach in 1982. Ten years later the Navy spent \$23 million to mothball it.

The large crew needed to run the big ships was the Achilles' heel of the battleships, said John Chernesky, a retired Navy captain who was skipper of the Missouri and recommissioning officer of the Iowa.

"Battleships had the ability to show up at a conflict and project, 'Here we are. Look at us. Do you want to flaunt the will of America?'" he said.

Now the Mighty Mo and the Big J lie sandwiched between aircraft carriers and other mothballed ships at the Navy's Inactive Ship Maintenance Facility in Bremerton, Wash. The Iowa and the Wisconsin are in Philadelphia.

"The ships won't be scrapped. There's too much history," said Bob Callahan, Bremerton facility spokesman.

The Missouri, a popular tourist attraction in the Northwest before it was reactivated in 1986, has not been open to the public since returning to Bremerton.

Battleship Row

The Missouri is the centerpiece of a 50-year celebration of the end of World War II that Bremerton civic leaders are planning for Sept. 2. They would like to keep the ship where it is.

A group of Hawaii civic leaders has been trying to get the Missouri

so I asked the one person I knowed that allways had the right answers, my Momma.

I asked her about these here reg-u-laters and how they reg-u-late gas and all and allows you to shoot BB's across the water at 150 psi and such.

Momma said she knowed all about reg-u-laters and even had a whole box of 'um if I needed 'um. she wasnt sure how much psi gas they could handle, but they had done a real spank-fire good job of reg-u-late'n for her all these years and just how many would her lil'buckaroo need? I told her five or ten just to be on the safe side. Momma said she would never use more than one herself, but she reached up into the cupboard and got me out a whole box of twenty!

The box was about five inches long and about two inches wide, but only 1/2 of a inch deep. On the out side, in real purr-tee colors, was the makers name, Exlax. I tore into them real quick like and was struck plumb-dumb!! How could something so gosh darn small cause such fuss among friends? Heck-fire I could put ten of them things into my lil'ol Brit cruiser and never effect nuthin! So where's the beef?(Oh yeah, out back munch'n on a hay bale) I was pretty pre-plexed by them ther 'installation instructions too. Take one and add three to five glasses of tap water, sounded a might more like a pump installation than a gas system install.

A wonderin what I was a looking at wrong, I called on my res-e-dent Tex-Brit Chris Pearce.

Chirs said my Momma was a days ride behind the times. He said no one had used that brand of reg-u-later in R C Combat since some crazy Axis guy tried it after a full night of eat'n extra spicy BB tacos in Amarrillo in the late 70's. Chirs said the dern fool had used it as a shore battery anyhow and said that posion gas use was outlawed from the hobby at the same time shore battries under the full moon were.

Well shoot! My Ol'head was a spining faster than an ol'Texas twister. What pray tell could I use?

Chirs then shows me a Willams reg-u-later. I asked if that reg-u-later was the ok-doecky one to use in my lil'ol Brit cruiser? Chris said "yup", but it had to be installed with NO MOD-E-FI-CATIONS!! I gulped hard and asked how much water it took to get that sucker down!?(I dawg-gone sure understood why folks would want to reduce the size of them there reg-u-laters about then fer-sure!) Chris said the amount of water depended on the ship. Axis ships and those belonging to Bart Pervis take very little water at all to go down. A fine Brit Battleship like his Queen Elephant could take 100 gallons or more. This made good sense to me as even I can see that any elephant old enough to be queen must be gosh darn big and able to drink the whole trough dry!

Later, back at the ranch, I took out them there rules and looked up this here reg-u-later rule. I must fess up and say that for a poor ol'landlocked rookie this rule is right vage and confsing. Then agin so is alot of rules in R C Combat.

I guess I'll just have to hitch my wagon to the NO MOD mule and I'll see ya'll on the water.

Ya'll just be darn sure your a standing clear of the outhouse path as I might have used too many of my Momma's reg-u-laters befor Chris could set me stright!!!

With apologies to Chris, Bart & Francis
Charles W. Jerden FT. Worth Texas

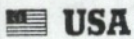
moved to Pearl Harbor next to the USS Arizona memorial. There is even talk of getting all four battleships there to reconstruct Battleship Row, said Callahan.

Two groups — the USS New Jersey Battleship Commission and the Battleship New Jersey Historical Museum Society — want to bring the Big J to New Jersey, said Leon Morrison, society vice president.

It's estimated it will cost \$7 million

to build a pier, dredge a harbor and tow one of the ships to a new home and another \$1 million annually to maintain it, said Callahan, but it could be years before the battleships are moved.

Chief of Naval Operations Adm. Jeremy Boorda, at a recent ship commissioning in Bremerton, said the Navy hasn't seen any proposals. "It's really too early to say how that's going to turn out," he said.



THE 1995 NATIONALS

by Rick Whitsell

DATE: 9-14 July 1995

BATTLE SITE: Sequiota Park, Springfield, Mo.

SANCTIONING: Both NAMBA and IR/CWCC current year membership is required.

QUARTERS: Mount Vernon Motor Lodge
2006 South Glenstone
Springfield, Mo.
1-800-782-2833 or
417-881-2833

I've repeated the above information and included a registration form again just in case you've missed the two previous Hullbuster articles. I've also sent a mass mailing to the membership list last published in Hullbusters for 1994. Hopefully, this will get the word out on the activities.

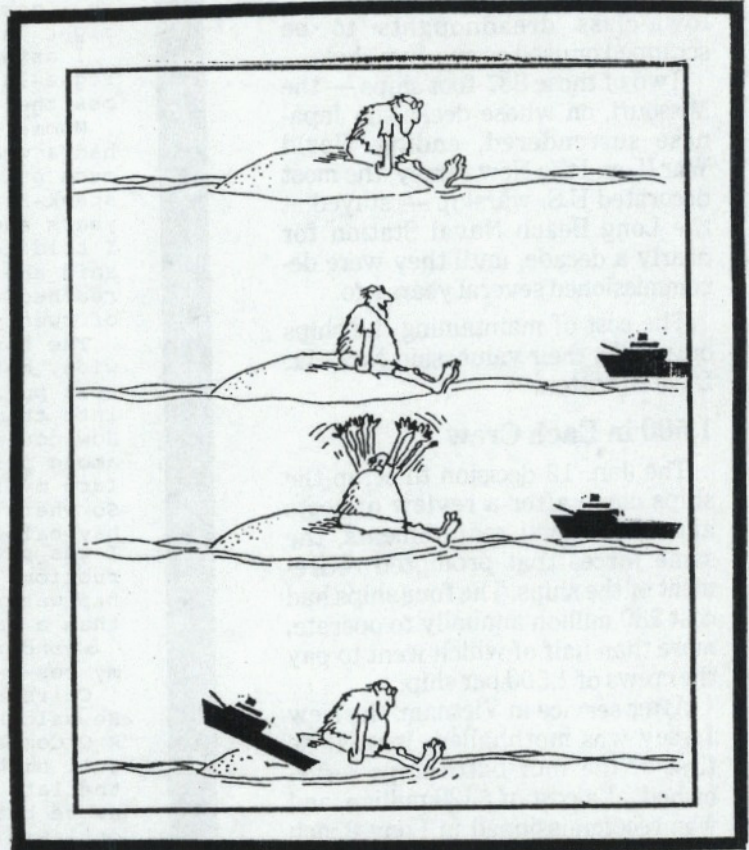
I'll share with you some early registration facts to pique your interest. As of 24 March with 3+ months to go, I have received 11 registrations for 27 ships with one-third being convoy ships. That is 2.5 ships per registration. In that total, we have nearly one convoy ship (average) per registration...WOW! T-shirts average two per registration. Most people are buying CO2. So far, Class 4 is by far the largest warship class. I'll update you again in June on the stats.

I included in the mass mailing a schedule of events. If you look closely, I included one regular campaign and two lite campaigns. Those convoy ships will be needed and heavily used (and abused). The new campaign rules seem to have many battlers interested in campaign once again! Personally, I love to run convoy ships since the odds are stacked against you and simple survival is a challenge.

It is obvious in looking at these early returns that frequency assignments will be difficult. Therefore, everyone's primary warship frequencies will be given top priority first (in order of application date). Secondary warships and Convoy ships will receive frequency assignments after all the primary warships. Any other frequency conflicts remaining at the captains meeting Sunday will have to be "managed" by the Admirals of each fleet. This procedure is the same as last NATS at Houston. I also feel the probability of splitting into "A" and "B" fleets is pretty high due to the many warships and captains. We won't split unless absolutely necessary. I plan to give the Admirals as much advance notice on "managed" frequencies as possible should that be needed for split fleets or convoy ship conflicts.

Send a note with your application if you have time. I like to hear from you (even Bart). I do travel in my job so responses can be sporadic at times. Send those registrations early and CALL the motel soon for your room. Rooms can go quick due to Branson's entertainment industry.

Get ye ta fitin' out dat ship in yer shoppe ...times runnin' out! Most ports be ice free now...so tis time ta be firin' yer cannons. Sea ya!



National Club Finances

Treasurer Francis S. Rogowski 3th. 1/1995



	IN	OUT	TOTAL
TOTAL AT END 12/1994	\$425.52		\$425.52
RECEIVED MEMBERSHIP (D+HB) (1) (7) (13)	\$45.00		\$470.52
RECEIVED MEMBERSHIP (D+HB) (6) (53) (71)	\$45.00		\$515.52
RECEIVED MEMBERSHIP (D+HB) (5) (8-9) (54) (62) (75)	\$90.00		\$605.52
RECEIVED MEMBERSHIP (D) (80) (81) (83) (84)	\$24.00		\$629.52
RECEIVED MEMBERSHIP (D+HB) (82) (85)	\$30.00		\$659.52
SENT TO FLUEGEL FOR (HB) (1) (5-9) (13) (53) (54) (62) (71) (75) (82) (85)		\$162.00	\$497.52
RECEIVED MEMBERSHIP (D+HB) (22) (30) (36) (44) (48) (56) (65) (76) (79) (88)	\$150.00		\$647.52
RECEIVED MEMBERSHIP (D) (29) (41) (69) (87) (89) (90)	\$36.00		\$683.52
RECEIVED MEMBERSHIP (D+HB) (15) (22) (28) (30) (31) (32) (33) (36) (37) (40) (44) (48) (56) (65) (76) (79) (88)	\$255.00		\$938.52
SENT TO FLUEGEL FOR (HB) (15) (22) (28) (30) (31) (32) (33) (36) (37) (40) (44) (48) (56) (65) (76) (79) (88)		\$153.00	\$785.52
RECEIVED MEMBERSHIP (D) (38) (51)	\$12.00		\$797.52
RECEIVED MEMBERSHIP (D+HB) (39) (91-93)	\$60.00		\$857.52
owed for paperwork mailed (34) sent to Fluegel (HB)	\$9.00		\$868.52
SENT TO FLUEGEL FOR (HB) (39) (91-93)		\$36.00	\$812.52
RECEIVED MEMBERSHIP (D+HB) (2) (3) (46) (95) (96)	\$75.00		\$887.52
RECEIVED MEMBERSHIP (D) (4) (67) (74)	\$13.00		\$900.52
SENT TO FLUEGEL FOR (HB) (2) (3) (46) (95) (96)		\$45.00	\$860.52

IN THE BEGINNING
A ROOKIE REPORT



Rook-ie (rook'ē)n.(slang)1.an inexperienced military recruit 2.any novice 3. ME

So sometime in the recent past you saw something or read somewhere about these guys who build model ships to sail,shoot and sink.You got a funny feeling and a silly unshakable half grin crept across your face.You knew right then you had found a new,fun hobby. Well, let me welcome you to the "Magnificent Obsession"of R C Combat.

Everyone starts someplace and you have done well to get a copy of HullBusters (hope you subscribe). thats how I started not that long ago.You see Iam a rookie myself and my first ship,the HMS SHEFFIELD, should be ready to sail in a few weeks.

When the editor of this fine rag asked me to pen a rookie column I was surprised. I dont know half the questions much less any ansewers. Flugel however feels a rookie should write the rookie column for just that reason.

Now if I might take a line to say one thing to you veterans out there,HELP!!! I will ask for rookies to send me questions, observations or comments.Veterans if you would PLEASE read them and send me a note, call me,or best yet,talk me a tape with your suggestions and comments it will help make this a much more usefull column for the new guys,like me! I will be most happy to give credit for any information or honor any request for anonymity as long as I know where an item has come from. If any one can help, you will have my thanks.

As a quick first subject lets disscuss my own first problem,"what ship should I build"? My first suggestion is to call Steve at Swampworks and order your favorite kit.You will get on the water faster and with fewer headaches if you do. As for myself I did not take my own (good) advice.My first ship will be scratchbuilt. I wanted something a little different (silly me) and I wanted a real challenge.

Building from scratch should allow you to model any ship you want,right? What I found was the true answer is,maybe. Somehow you must get a set of plans. As a draftsman,I can tell you with certainty rookies should limit their selctions to plan sets allready done in our 1/144 th scale. Enlarging or reducing plans from another scale is tricky and could present unmanageable problems for a novice. The following is a list of places that offer plan sets for R C Combat.

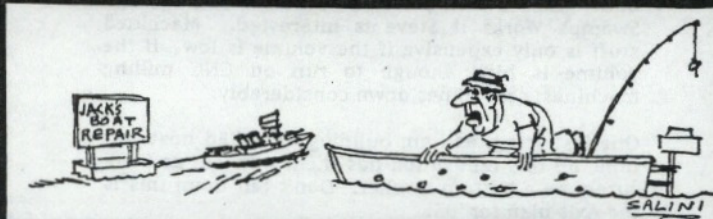
John White	PBC ENTERPRINES
13341 Beach Terrace Dr.	12310 Ocean Laurel Lane
Garden Grove,CA 92644	Houston, TX 77014
(714) 893-7371	(713) 537-1435

Another place Iam told sells R C Combat plans is

Rocky Mountain Shipyard	HMS SHFFEILD plans;
590 Ronlin St. Dept JCW	No. US1912 \$19.00
Grand Junction,CO 81504	MODEL BUILDER PLANS
1-800-546-SHIP Catalog \$2.00	GALLANT MODEL,inc.
-----	34249 camino Capistrano
Or call 1-800-243-9593>>>>	Capistrano Beach CA 92624

Veterans,know of any other good places to buy 1/144 plans? If so let me know!
Rookies, got a question or comment? Need someone to talk you a tape? Contact me at;

Charles W. Jerden	call befor 9pm cental time
6040 Walnut dr.	
Ft.Worth TX 76114	or (817) 738-8373



Reflections of a Rookie
by a Rookie

While I haven't much experience (gasp, I haven't even been to a Nats) I have a few observations I think worth making.

Disappearing Rookies. I have a few thoughts on that.

First, not all of us can travel out of town once a month for the weekend to battle boats (I don't have enough vacation time at work). I intended to go the second triple crown last year (wasn't notified until the week after when I got the newsletter), but other then that, I went to all the events I planned to (2) I have 3 more rookies started, and none of them plan to do much traveling.

Second, You are a little hard on us. While it is true everyone is very helpful and friendly (see below), you put too much emphasis on sinking us. Try not to enjoy it so much. And you rookies, never go to a regional without battling first. If no one is available locally to practice with, ask someone at the event to do a "One on One" with you before the sortie starts. Even if he sinks you and you can't fight the first sortie, you will gain valuable experience and survival will be easier.

Statement's I have heard from the "Old Timers"

1. Your boat looks great! Translation: I bet I can sink you in under 5 minutes.
2. Just build what works. Don't try anything new or you will SINK.
3. Keep it simple, or you will SINK.
4. Your idea to (place idea here) has been tried before and didn't work.
5. I have been doing this for (place number here) years and this is how we do it.

Now is it just me or do the old timers have an attitude problem. While I totally agree a new person to the hobby should build by tried and true methods I refuse to close my mind to new ideas. By their own admission (the old timers) this hobby has changed a lot in the last 10-15 years (or however long they have been doing this).

Reliable, reliable, reliable. I have heard that too numerous to count. The boats get wet, they get shot at, the innards corrode. Yet how many of the old-timers are using genuine Marine Grade electrical components. There may be some out there, but I haven't seen them yet. Wouldn't that make sense. My wife and I have a Sailboat (the real kind, not a model). It is a 1981 model, so it is 14 years old. It has an inboard motor, so the bilge pump is very important, as the packing gland on the motor drips as the motors runs. This is the way it is supposed to be adjusted or it will burn up. What this boils down to is if the bilge pump doesn't work you will sink. What's this have to do with this hobby. Well, this bilge pump is air actuated by a diaphragm that pushes an electrical switch. This switch is 13 years old and it has never failed (yes it is in the bilge) Why? It is marine grade. It was built for salt water and it was built to last. Anytime I do have an electrical problem on the boat it is a sure bet that it is a NON-Marine part someone has installed over the years. On my R/C boats all of the electrical components are marine grade. This will not guarantee it will never break, but the odds are better it will be reliable.

I have had other ideas also. Every time I tell someone, they try to talk me out of it. I don't mind

well meaning advice, but give me a reason. Why won't it work. I may try it anyway. My Lutzow had the bilge pump in the front. I was told to move it to the back. I was not told why. It did fine (once I turned it on), so I have left it. It Steve's new column "In Harms Way" he says the bilge pump is usually in the back as the forward movement of the boat will generally cause the water to move to the stern. That makes sense...I never thought of that. Of course, I plan on leaving it up front where it is. Why? With good flood control you can have the pump where ever you want it. Also the deck in the front is farther off the water. I prefer to sink by the front. I have never had the props go out of the water either, unless the boat was going under.

Guns. I have told 2 "old timers" I was working on new gun systems. One that rotated and ranged reliably. Both times I was told that was a bad idea. They never even asked about my ideas, only said it has been tried and it hasn't worked. How do they know my idea isn't different if they hadn't even asked. I asked them, how does a real bb gun work? Have you taken one apart. No, they said. I have bought 2 and disassembled them. If I come with something, I will install it and let you know.

Propulsion. I have built what I call a "drive train" for my Invincible. It will power 2 or 4 1.75" props off one small motor (a small Swamp Works motor). It's hard to describe. 2 blocks of Delrin have been hollowed out on a milling machine. Inside are stainless steel gears and shafts for a triple gear reduction and is changeable by swapping the 2 double reduction gears...to give 13 different final ratios from 2.86 to 1 to 8.49 to 1. The motor has it's own motor mount and drives through a universal. The stuffing tubes are integrated into the Delrin and have grease serts (for white Lubriplate). The whole unit is self contained and can be held in one hand and run with the props attached. From the outside it looks like a block of plastic with stuffing tubes in it. Being enclosed also quiets it some. It only takes a few minutes to install. You cut holes for the stuffing tubes in the hull slide the unit in as one piece and epoxy. Attach the props and you are ready to go. What are the advantages of this?

1. Lower current draw. I can run 2 props on less current then you can run 1 with "Direct Drive".
2. By using "gear reduction" you gain a lot of torque. This translates to larger props or smaller props and less current used.
3. Low cost motors. I don't need a high-torque, high buck motor, as I get the needed torque through the gear reductions.
4. The "Center" of the stuffing tubes are only .400" above the bottom of the hull. This is less then the radius of the motor, so you can't get this low down otherwise. It also puts the motor almost an inch off the bottom, out of the water.

Disadvantages.

1. Seems more complicated. I don't argue that. It is very precise and build with tough components. In fact, all parts are stainless steel except the bearings, which are "oil impregnated sintered bronze". But heck, it is fails you will have fun sinking me and saying "I told you so".

If that happens I will likely redesign it. I like the concept. Did I mention I was stubborn. I am also working on machined bilge pumps. That's pretty straight forward. No hand soldered impellers.

Conclusion

I am not trying to design any kind of super boat. I don't want any unfair advantage. I just want to be

Dear Mr. Fluegel,

I hope I can provide you with an article for the next Hull busters. I'm a virgin rookie, you know, not yet wet behind the ears. (and other less comfortable places) I've got a few questions that perhaps you or some of your cohorts could answer. You could call the article Lies We Tell Rookies so That We Old Timers Have Targets. Well anyway, here goes the questions.

1. If the scale number of shafts and props is required, do they need to be operational?
2. Is there a minimum barrel length of a cannon?
3. Are there weight limits for cargo vessels?
4. What is the best way to deal with the receiver's antenna? (How is it usually mounted, etc.)
5. Who keeps track of the Five Minute rule?
6. What are the procedures for getting a ship added to the official ship list? (ie: vessels of the U.S. Coast Guard)
7. How long does an average sortie last?
8. Explain the optional 30 second MOSS rule.

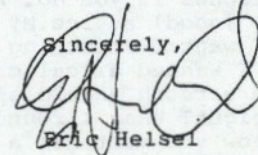
Lastly, I'm having problems with the silkspan covering on my Brooklyn class U.S.S. Phoenix, can you give me any tips?

Even if you can't fit it into Hullbusters, I would really appreciate the advice anyway. With any luck and the river don't rise I hope to be at this year's nats. I hope to see you there. Happy sailing!

Eric Hesel
130 River Rd.
Sparta, MI 49345
(616) 887-0507

USA

Sincerely,



Eric Hesel

Feb 20, 1995

Lets see if we can help.

1. No
2. Yes, well, scanning the gun and scale sections of the 94 rules, I cant find anything. Somebody help the helper. I thing it's 5"....?.
3. The hull is suppose to be "relatively scale" I believe. If that's true, it, in effect, produces a weight limit. I am no cargo ship lawyer!
4. Deans "mini Antenna", \$9.95
5. The captains call it for there own ships
6. Make a rule proposal, but I think rookies are not eligible. You need three captains with one year of experience to propose a rule.
7. 21 minuets.
8. If the captains agree, prior to a battle, than this rule can be called to prevent ships from being distorted do to something as random as moss.
9. Subscribe to past Hull Busters. \$1 per copy. Unfortunately, I don't know what issue Jass's fine article is in. Still, there worth it anyway.

"Reliable". If I am sunk, I want it to be by tactics, skill, and cunning. Not because my boat failed. I think my designs will prove very reliable when finished.



If they work, I won't keep them to myself. I will build them for a price, may sell some through Swamps Works if Steve is interested. Machined stuff is only expensive if the volume is low. If the volume is high enough to run on CNC milling machines, cost comes down considerably.

One last thing, as I am building an Allied boat this time, all this innovation has them worried, as I will surely be a bottom dweller. Don't tell them this is the Axis plan for '95.

AXIS ADMIRAL 1995

The Axis Admirals for 1995 are as follows:

1. Lief Goodson
2. D.W. Fluegel
3. "Dirty" Dave Haynes

There was very few people voting this year.

May the Axis bounce back this year to rule the waves and the world through peace by global domination!



Sieg Heil

Wade Koehn

Blow-by-Blow Battle Reports

IT'S NOT OVER TILL THE FAT LADY SINGS
AP NEWS Orlando Fla.

Over the President's Day weekend the 1st battle of the new season was held. The teams were the North vs. Florida. The North consisted of Bart, "I wonder what will not work this sortie" Purvis and his Pennsylvania, Paul Doc Broring with his Michigan, Curt Kricke with the Pola, and a rookie Pete Demetri from Georgia with the Lutzow.

The Florida fleet had Lief Goodson and his Molke, Mike Elledge with the Sevastopol, Don Cole borrowed Bart's Atlanta (to make the teams fair, it was decided that one of Bart's ships should fight for each team.). Lastly was a rookie Pete Kerner with a beautifully finished USS "Savannah, making his battling debut.

The first battle went pretty much as expected. The Northern fleet won by several hundred points. The only real excitement came when the Savannah succumbed to the relentless assaults from the northern fleet. That guaranteed their victory in the first battle.

The second battle proved to be much more interesting. The fleets were the same except that Pete Kerner withdrew due to other commitments. This left the Florida fleet with three ships to the North's four.

During the first sortie the battling was quite intense and evenly matched. Near the end, the Michigan suddenly went into full reverse and wedged into the weeds. A lucky shot had severed the receiver battery wire. Fortunately the pump had been turned on. The Molke and Sevastopol jockeyed to take advantage of this mishap, but Captain Purvis showed great skill and courage in a fierce defense of the stricken ship. The Michigan had been badly damaged, especially by the Molke but she did survive this sortie. The Pennsylvania should receive a commendation for its heroic efforts.

Paul was overheard telling Bart of his concerns about sinking in the second sortie if the Florida group gangs up on him. As the northern fleet was grouping for the start of the next sortie smoke was visible from one of the Florida

CONSUMER REPORT.

1061

By D.W. Fluegel
12/1/94 possibly.

A product called "Corrosion Block" was highly touted in a recent R.C. Modeler magazine. It sounded wonderful (Bart photocopied the article and mailed it to me). My ship sank without it's water tight box lid on it. So while it was being taken apart to dry, I purchased, and used some of the product. My radio now has only 5 feet radio range. Was the damage the cause of the water or the Corrosion Block? I don't know. I encourage you not to use it and if you do let us know how it worked.

4/2/95 P.S.

The above article was written months ago. At the last Texas Triple crown battle, my servos slowed to about 25% speed and about 33% power. I sprayed Radio shack tuner cleaner into there motors and there performance was back to normal. I was surprised how new the electronics looked in the servos. I feel that this product is worth the purchase if it is used on the servos circuit board only.

On to a happy story. Our good buddy Chris told me he had given a quick test on H&R's Gates X cell batters. He thought they were OK. So I called H&R at 1-800-848-8001 (order number only) and ordered three sets (each set is made of 3 cells). They cost \$7.95 per set. My tests show these batters to be in good condition (there surplus) so if your into 5 amp 2 volt cell batters, these are what you want. They are probably the battery of choice for 25% of this hobbies engineers. The part number is TM93BAT2323 and I would order them right away if you want to get the batch that Chris and I like.

As H&R has a \$25 minimum order, I ordered one motor. It cost \$2.50 and Chris says its a real "wa ming" motor. That's probably not the way its spelled, but these motors were once the rage until they became impossible to find. Their part number is TM93MTR2498 and their description reads "motor DC PM field reversible 4.5-20 VDC" The H&R box was left on my porch about 10 days latter. I reordered after examining the quality of these products. (Disk A; file HullBust.WPS).

ships. Yes it was the Molke. As the smoke became thicker, the damage control teams flooded the magazines and then tried flooding the whole ship. Smoke continued to billow out. Upon further investigating the problems seemed to be caused by a serious short circuit that fried out a battery and other internal organs. The Molke was out of action.

It was at about this point that the Pennsylvania was seen steaming full speed after the Atlanta (but the battle had not yet begun!). Captain Purvis had a look of grave concern on his face. His "other ship," the Atlanta was steaming full speed in reverse, with no obvious signs of control. She was heading in a slow graceful arch across this large lake. Let's hope her pump is on. Eventually she did come to shore 1/3 of the way around the lake. The Pennsylvania must have been chasing to pick up any survivors in case the Atlanta had sunk.

Now there were two Florida ships out of this sortie and only the Sevastopol left. Captain Elledge then made the announcement to his crew that the odds were about right now (4:1). The northern fleet soon forgot its concerns and was now very excited. There was only one ship to go and the whole Florida fleet was gone.

At the start of the battle the Michigan bumped the Pennsylvania. Captain Purvis was informed of a breach in his hull's integrity, but

out in pursuit of the Sevastopol. Both were pumping heavily, but the Michigan could not catch or corner her. The Sevastopol went on five and eluded the Michigan for most of its five minutes.

The northern fleet, expecting a clean sweep of the day had learned another of those bitter lessons. It's not over until it's over. This battle was lopsided enough to give the Florida fleet victory for the day (their first ever I believe). Captain Elledge also did an outstanding job against overwhelming odds.

Sunday brought only five battlers. (Sevastopol, Michigan, Pennsylvania, Lutzow, and Pola). After a great deal of discussion, no decision could be reached on who would get Bart on their side. So Bart was put on his own team and a free for all - 3 sortie battle ensued. Who won? Who cares! It was a fun weekend for everyone and a great way to begin the new season.

From one ROOKIE to all the others.

Since most of the articles in Hullbusters are written by the "Old Salts" and Mr. Fluegel has mentioned a lack of authors, I have decided to put down a few lines from the rookie point of view.

A brief review of my history with this "Magnificent Obsession" (Which it truly is!). About two years ago I was looking for a new hobby. At first, looking for something technical and fun to play with, I hit upon model submarines. I started flipping through various ship modeler magazines and happened to find a write-up about a submarine competition and in a different part of the magazine there was a write-up about Model Combat. I was intrigued and quickly lost all thought of building a submarine. I mean really, why build something that just goes up and down in the water? Build something that makes OTHER ships go down and stay down! Grand visions of becoming the terror of the pond sprang to mind! Ships trying to evade the deadly blasts of my cannons as I close in for the kill! (Remember, I was a green rookie at that time.) I bought a ship soon after, a Lutzow. I then contacted Steve Baker and was informed of an event to be held in Baxley in the near future. I made the decision to hold off on any major work on my ship with the intent of seeing other ships first and picking up a hint or two. I arrived at Plantation Purvis (April 1994) with a battle already in progress. I was hooked. Picked up a few hints. Had a great time with everyone and headed home with the previously mentioned delusions of grandeur! I embarked on an ambitious construction program and had my ship ready for the end of the year regional. (once again at Plantation Purvis) My ship, painted in zebra camouflage, was ready, I was ready, let the games begin!

Reality sets in! Point of interest to all rookies, there will always be a problem, malfunction, error, unforeseen difficulty etc. DO NOT EXPECT A TROUBLE FREE ENGAGEMENT. The first problem was a frequency conflict between Francis Rogowski and myself. Luckily Steve had a spare radio system for me to use and I spent most of the first sortie swapping out radio gear. Now I was ready! All geared up and ready to go with a radio I had no stick time on. (I had practiced on my own gear and had to get used to somebody else's) "O.K., stick with Randy (Kirke) and he'll take care of you" Comforting words to a nervous captain about to engage in his first battle. "WAR!" From my point of view, this was the equivalent of yelling "FIRE!" in a fireworks factory. The old saying of, "the battle plan doesn't last after the first second of battle" is dead on! I went one way and Randy went the other. Soon he was on one side of the battle and I was on the other. I spent my first full sortie alternately shooting in panic and accidentally

he said it would be o.k. About two minutes later Bart's pump was seen working harder and harder. When the Sevastopol noticed, she came in for several well placed shots to guarantee the Pennsylvania would not survive the sortie. Captain Goodson proclaimed, "Let it sink Bart." Bart's response was, "Do you think I have a choice in this matter?" (one down)

Next came calls of concern from Captain Demetri. The Lutzow was obviously taking on water and his pump had failed. It didn't take long for the cruiser to sink. (two down) After she was retrieved, the Sevastopol went to work on the Pola. She was in bad shape and pumping furiously. She called five and asked for help. The Michigan came to her aid, knowing she could not spare too many more holes herself. The Pola did survive her five (barely) but the North was clearly in trouble this battle. (three down) The Michigan then set

shooting my own team members. (Sorry guys!)

In the next battle I met my demise. A little bolder now and actually getting into the battle, I started to fight. Then it happened. In the Purvis Pond on the left end are two small islands and in a desperate attempt to get away from Lief Goodson I went headlong to my doom! (My speed was not properly set so I was running slower than I should have) I got tangled in the weeds next to one of the islands and to the memorable words of "Sorry about this", Lief proceeded to send me to the bottom. I retrieved my soggy ship while being cheered from the sidelines. Baptised at last, I return to my table to examine the damage. To my chagrin I see very little damaged and from the watchful eyes of the vets, I was told that my pump was not working properly. (Back to the drawing board) The next day was rainy and cold, fit only for ducks and those of us involved in this interesting hobby. Armed with the knowledge gained from one day of fighting, I start another battle. During the course of a sortie I get rammed. (ALWAYS CHECK FOR RAM DAMAGE!) Just a light tap, I thought. Nothing to fear, I thought. So I let it go. I was being chased and sank so fast, bow first, that I didn't even get off the throttle. With my props still spinning, I performed a crash dive and finally fulfilled my desire to have a model submarine. (For the last time!)

Four months later. Orlando Florida. February 18th & 19th. After a refit, new bilge alley and rebuilt bilge pump, speed adjusted properly, I'm ready. The added bonus this time was the participation of a brand new rookie! At last!, someone for me to help break-in. (All in good cheer, of course) With fewer ships participating than in my first battle, I saw a reenactment of what I went through. Pete (The Rookie, sorry, I don't remember your last name) had gotten separated from his team mates and was being actively pursued by Curtis Kirke and myself. Pete went down, during the second sortie, in shallow water, tangled in weeds.

A note on tactics that, for the Cruiser Captain, should never be ignored. I learned the lesson and the key to survival for the cruiser. Speed. Hit and run. DO NOT ENGAGE IN CLOSE-IN COMBAT! The slower battleships cannot chase you down, but they can sure mess you up if you get too close.

The last sortie on Saturday was a disaster for more than one person. The Atlanta went out of control, motoring in reverse, across the pond. The Sevastopol caught fire. My rear barrel was damaged (ALWAYS CHECK FOR DAMAGE TO OTHER PARTS OF THE SHIP!) and was blown off during a test fire. My forward magazine was damaged from a BB hit. And if that wasn't enough, I had a malfunctioning bilge pump. (If you figure the odds of something bad happening are relatively small, you're in for a big surprise. The odds are not one in a thousand, they are more like

one in ten.) So, being of more guts than brains, I pushed out. Now I'm not silly enough to push out with damaged cannons, I had fixed those problems. I was just silly enough to push out with a malfunctioning bilge pump! (A lot more guts than brains!) Of course my idea of staying out of the way and shooting from afar didn't last long and I sank in shallow water. End of day one.

The next day was a three sortie free for all. When we pushed out that morning I was the only Cruiser afloat. The others were out or malfunctioning. So living by the Cruiser's code, I stayed further out than the others and engaged in hit and run tactics. During the second sortie I did not live by the code and got caught between the Sevastapol and the Michigan. Not the best place to be! As I cringed with each hit and in a panic to get out of a BAD spot, I managed to get rammed and withdrew for an immediate ram check. I survived with about eight below the waterline hits. During the third sortie, common sense took over and I stayed way out,

motionless, pumping a good amount of water and evading all who approached. I survived the sortie and ended my weekend on a happy note. (Hey, I only sank once!)

Aside from the action and technical aspect of the game, it's the people who make it a great hobby. It's a true statement. From free tips, to help in making emergency repairs, there are always plenty of helpful hands to assist. I have felt like one of the family since day one.

So for all you other rookies who have had to sit and listen to your friends (You know the phrase, "You mean you actually try to sink each other!?"), remember, you are following in the footsteps of those who went before you. A sinking is only momentary, but the friendships and memories (Especially of your first sortie of giving more than you've received and surviving!) will last a lifetime.

PROPOSED RULE CHANGE

Since it has been ruled that no cut down regulators will be allowed. This will eliminate most of class 1 & 2 ships and some of class 3.

Our rule proposal is that the weight limits be thrown out and a freeboard system be used instead. The limits will be as follows:

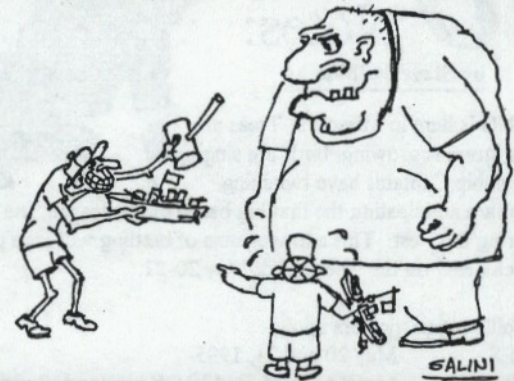
Class 1&2	- 1/2	inch freeboard
Class 3&4	- 3/4	inch freeboard
Class 5&6	- 1	inch freeboard
Class 7&8	- 1 1/4	inch freeboard

The freeboard system would be measured at midships and Class 1&2 would still be allowed to alter their hull to accommodate a CO2 system.

The CD of a sanctioned event will have the sole authority to allow a ship that violates the freeboard rule to battle. The CD can allow the first offence off with a warning and any violation after that, the offender will be assist points equal to the sink points of his ship. Any ship that by design, would not meet this freeboard criteria maybe waived by the E-Board.

This will allow anyone to build any ship he or she wants without having to worry about the weight limits. This has been a problem for years especially for rookies who try to build a nice looking cruiser, only to find that it is over weight when their finished and have to start breaking off superstructure and other part to get down to weight so they will be allowed to battle.

This proposal is backed by Capt. George Goff, Capt. Chris Pierce, and Capt. Don Cole.



it be the Axis Captains are still smarting from the beating they took at Nats (I didn't go). While there was only 6 boats there, it was still a lot of fun. We had 2 class 6 battleships, 3 class 3 boats, and Steve's new Class 2 French boat (without the now illegal gun). I can't go into great detail on the boats as I am only a lowly rookie and can't be expected to know these things. We had 3 1/2 battles for a total of 7 sorties. Being the only rookie there, I spent most of the 7 sorties being chased around by a battleship and a cruiser. I guess they thought I would be easy to sink. By the end of the second day my team mates told me to at least lead them over to their direction so they would have something to shoot at.

March 5, 1995

Well I see now why I never sent it in. Doesn't go into a whole lot of detail. Only one boat was sunk, as it got hung on some debris. It was one of the other class 3 boats (name withheld due to poor memory). Well, one of the North Carolina's also sank, but I believe that was before the sortie started. It was the second sort of the battle, so he had some holes in it. The bilge pump never turned on the radio didn't respond, so he spiraled out of control, ending in the bottom. My fond memories of it was, I didn't sink. I was proud of that.

Fall Regionals in Mo.

By a Rookie

September 12, 1994 (Written last fall....never sent in)

Well I just got back from the Fall Regionals in Missouri. I had the only Axis ship there. Could

WARNING...WARNING...WARNING

From George Goff

I have been informed that their are still people using FREON for their gun propellent.

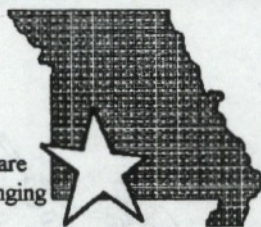
As a Federal Law Enforcement Officer, I can not turn a blind eye to this, If anyone is using FREON at a contest that I attend I will be forced to take action. I do not want to jam up any one over this, but I will have no choice in the matter.

Unlike a local police officer, I am never completely off duty and as long as I am in the U.S. I am in my jurisdiction.

So please if your still using FREON, Stop and convert to CO2.

MO Notes:

by Steve Milholland



SPRING is here in Missouri. Trees are leaving out, grass is growing, birds are singing and R/C warship Captains have twitching thumbs that are anticipating the first big battle of the season, the 1995 Ozarks Spring BB Fest. This extravaganza of battling will take place in Springfield, MO on the weekend of May 20-21.

The following particulars apply:

DATES May 20 and 21, 1995

MOTEL Motel 6 North, 3114 N. Kentwood, Spfld, MO 65803 Phone (417) 869-4343. Call and make reservations early. I've heard that there will be a classic cars "Cruise In" that weekend. Rooms may be hard to get after you arrive.

LAKE Ritter Springs Park. Just outside the city. The same fine lake used at last years Spring and Fall events.

SANCTIONS This event will be IR/CWCC sanctioned. All applicable construction and battling rules will be enforced. NAMBA membership is also required. 1995 NAMBA cards must be presented.

EVENTS Two fleet battles on Saturday the 20th. One fleet battle Sunday the 21st. One on Ones at the Captains discretion.

CO2 We will have CO2 available at a nominal charge (\$.25 for a 3.5 oz fill, \$.50 for a 7.0 oz fill) for those who need it.

HOSPITALITY Soft drinks & ice will be provided at the lake by the local crew. [!!!! BRING YOUR OWN COLD CUP !!!!!] Everyone seems to forget that last part.

FEES Entry fee will be \$ 12.00 in advance (post-marked by May 8th) and \$ 17.00 after May 8th and at lakeside. Advance entries must include primary and secondary frequencies. The biggest headaches associated with putting on an event is trying to figure out frequency conflicts when you don't have all the numbers on hand. Even if you just THINK YOU MIGHT come, PLEASE, PLEASE, PLEASE, call before May 8th and tell us your frequency so that we can lay out the frequency lineup.

MAPS & INFORMATION If you have not been here before and need directions or other info, please call me at (417) 831-2309 and I'll send you a map that shows the lake, motel, and etc.

At present it looks like we could have a good turnout for the Spring event. We have five battlers from the home state planning to attend. Other states to be represented include Arkansas, Oklahoma, Texas (by a large contingent), Minnesota, and Michigan. I haven't heard from any others but it is still early. I feel certain that whoever attends will have a good old time. Don't you miss it.

THINGS CHANGE.

or ONE LARGE ROOM.

BY D.W.FLUEGEL 4/1/95

I remember the good times we had at NATS in the good old days when we all worked on our ships late into the night, IN ONE LARGE ROOM. I remember Dirty building a rookid a pump, I remember screaming one morning when Curry had make my Lutzow look like it looked like his Lutzow, I remember the blue fire flash in Gerald's ship, I remember accidentally shooting several people. It was war, we were all trying to survive NATS, and having fun, suffering weariness together. This years NATS will be in Springfield were we used the Ray Kelly Craft Center as a ONE LARGE ROOM years ago. I have mourned the lose of the togetherness we used to build in those late night happenings and secretly resented Dan Hamilton for working in his motel room. I was afraid others would join his lead and a good thing would slowly go away. The NATS sense Springfield really didn't have a place for us to work together so we all had to work in our rooms. I wondered if only I mist the ONE LARGE ROOM that we used to share?

Well, now we have the ONE LARGE ROOM available, and I'm feeling guilty. I turned into Dan, and want to work in my room. It's like saying the same phrases to my son that my Dad used to say to me that drove me crazy. I've become the enemy. I will be watching the crowd to see if I'm missing out on the late night fellowSHIP.

*** * * FOR AXIS ONLY * * *****GROSS ADMIRAL'S COLUMN**

By THE GROSS ADMIRAL

Well, all the votes have been cast (bought), and the results tallied (falsified), the people have spoken (been coerced) and a new Axis Gross Admiral has been elected (installed). As the new Axis Gross Admiral, I would like to thank all those (the coup leaders) who supported me in my struggle (mein kampf) to serve as your leader (dictator). I would also like to express my sincere sympathy to the families of those who opposed my election and who have recently met with "accidents". As your leader (oppressor), I would like to outline some suggestions (decrees) for the upcoming Nationals.

For those of you who may be new Axis captains, I would like to provide a brief history of the Axis verses Ally rivalry at the national level. The hobby was founded in the late 1970's by the Famous Heroic German Gross Admiral D.W. Fluegel and a couple of his infantile pupils (Watkins and Poindexter). Before long, the Great Fluegel was betrayed by the very two whom he had given up so much of his prized time and love to teach. These two formed the Allied fleet. Fortunately, the Axis Fleet, though always out-numbered and out-gunned - under the brilliant leadership of the Noble Gross Admiral Fluegel, was able to completely and utterly destroy the Allied fleet throughout the 1980's. The Allies, frustrated by continuous defeat, were left to create false histories of the hobby in the hopes of restoring some of their dignity by deceiving an unknowing public.

In 1990, Maryland (the heart of the Allies only remaining stronghold) was selected as the Nationals' battle site. An overwhelming Allied fleet assembled in Annapolis Maryland to try to destroy a small portion of the Axis Fleet which converged to meet them. Once again (unfortunately for the Allies) this small Axis Fleet was commanded by none other than the Magnificent Gross Admiral Fluegel. The results were another catastrophic, humiliating defeat for the Allies. At this point, the

Allies became very discouraged. Yet a few idealistic, albeit unrealistic, captains had hopes of avenging their Allied brothers at the 1991 Nationals.

For the 1991 Nationals, the Allies summoned their greatest fleet ever with more, bigger and better ships, in a last ditch effort to eek out some sort of victory. Again, the Imperial Gross Admiral Fluegel lead the Axis Fleet to a devastating victory - the results of which were far reaching. Allied moral was at an all-time low. Even the Allied idealist were secretly scheming to gain admission into the Axis Fleet. The Allied fleet even met to discuss disbanding all together.

Although lesser men might have reveled in TOTAL victory, Royal Gross Admiral Fluegel had the foresight to understand that the extinction of the Allied fleet would have grave consequences for the Axis Fleet. He knew that without an opponent (albeit a weak opponent) that the Axis Fleet would become soft! That Axis captains would become undisciplined. That they would start bickering among themselves. Sage Fluegel recognized that his fleet was in jeopardy of becoming his worst nightmare. His fleet could become just like the Allies. To save his comrades from this fate, Fluegel devised an ingenious plan to bring back the Allied fleet. The "Fluegel Plan" called for Axis captains to encourage and assist the Allies with technology and tactics. More radical, but nonetheless necessary, the Fluegel Plan called for the Axis to let the Allies Win!

Just as it took years of defeat to totally demoralize the Allies, it would take several years of victory to restore their moral. The Fluegel Plan called for letting the Allies win Nationals for three consecutive years. The Gross Admiral planned to let the Allies win narrow victories for the first two years, and than a seemingly decisive victory in the third year. He ordered his fleet to scuttle their ships in key battles to give the Allies their victories. Moreover, he instructed the Axis captains that "under no circumstances let the Allies know that we are letting them win!". Although there was opposition to the Fluegel plan within the Axis Fleet, the Axis captains began implementing the Fluegel Plan at the 1992 Nationals. All went

according to the plan an the Allies were given a narrow victory. However, the strain of allowing the Allies to win wore heavily on the Magnanimous Fluegel. In an act of sympathy, the Axis captains selected another Gross Admiral to carry out the remaining two humiliating years of the Fluegel Plan.

The Axis captains continued implementation of the Fluegel Plan at the 1993 Nationals with a few exceptions. Despite some of the Greatest Axis captains repeatedly scuttling their ships, some Axis captains (myself included) could not bring themselves to make the sacrifice required and fought a little too hard - thus accidentally causing an Axis victory. This was disturbing. Again, Allies talked of quitting! There was only one thing left for the Axis to do to fulfill the goals of Fluegel Plan. The Axis would have to let the Allies win an overwhelming victory in 1994! Those Axis captains who had fought too hard during the 1993 Nationals and jeopardized fulfillment of the Fluegel plan would be required to make the greatest sacrifices. They would be required to scuttle their ships repeatedly - even during the same day. This was their penalty.

The 1994 Nationals went according to plan. As difficult as it was, the Axis allowed the Allies to win an overwhelming victory. Allied moral was at an all-time high. The Axis handed the Allies a victory that would make up for the years of upcoming defeat. The Fluegel Plan had been accomplished with unbelievable success - all without that Allies realizing that the Axis had been letting them win!

In recognition of my sacrifices fulfilling the Fluegel Plan, the Benevolent Fluegel himself has selected me for the honor of commanding the Axis Fleet as we begin yet another decade of dominating the Allies.

To the loyal captains of the Axis Fleet, I issue the following revised order for the 1994 Nationals:

At the 1994 Nationals, you are ALLOWED to:

- put the impellers back in your pumps
- patch all the holes in your ships before each battle
- refill propellant before each battle
- use 50 BB's in each full-unit gun
- use all the units specified by the rules for your ship
- patch ram damage between sorties
- use charged batteries

I hope all of you new Axis captains will appreciate the sacrifices made by us veteran Axis to assure that you will have Allied ships to sink for years to come. I look forward to leading you to the first of many victories at the 1994 Nationals.

Hail Victory! (that's "Banzai" for you Japanese captains!)

SEND TO:
RICK WHITSELL
9807 N. LYDIA
KANSAS CITY, MO 64155



CAPTAIN:
STREET:
CITY: STATE: ZIP:

#1 WARSHIP CLASS:---	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR
#2 WARSHIP CLASS:---	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR
#1 CONVOY SHIP:	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR
#2 CONVOY SHIP:	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR

REGISTRATION FEES ARE:

\$50 (POSTMARK BEFORE/ON 1 JUNE)	----
\$60 (POSTMARK AFTER 1 JUNE)	----
CO2 (OPTIONAL)	----
7 OZ TANK PER WK PER PERSON-\$10	----
3 OZ TANK PER WK PER PERSON- \$5	----
T-SHIRTS (OPTIONAL):	----
CHILD(S____,M____,L____)\$13	----
ADULT(S____,M____,L____,XL____)\$14	----
(2X____,3X____,4X____,5X____,6X____)	----
---\$15---\$16---\$17---\$18---\$19	----
TOTAL ENCLOSED	----

1995 NATIONALS
REGISTRATION

HAY NORTH CAROLINA AND EVERY ONE CLOSE BY By Francis, 2/22/95

There are six of us living in NC and a lot more on the edges, lets fine a lake or small pond to get together and have battles, run ships, talk, and have Fun. We will try to help anyone that needs help with ships or cannons or pumps. If anyone wants to get together once a month or every second month I will open my house. I am trying to get a bandsaw and a sander so we can build new ships. Give me a call, Francis Rogowski at 910-423-1402. My address is 2240 Hope Mills Rd. Fayetteville NC 28304. Take care and hope to here from you soon.



Francis S Rogowski III
Captain USSR Ganget.

News from

SWAMPWORKS



NEW PRODUCTS !! NEW FIBERGLASS HULLS !!

HELLO again from *SWAMPWORKS MFG.* We have several new products to report in this issue of HULL BUSTERS. A couple of them have been long awaited by some of our more devoted customers. Others are from projects that we have been quietly working on to fill a need within the hobby of R/C Warship Combat.

LARGE MOTOR BILGE PUMP

The first product to announce is a new bilge pump design for large case motors (550, 555, etc.) that can be used where more pumping capacity is needed than our cruiser pump can deliver.

This pump is really a slick design with a molded, two piece plastic case. The two halves of the case go together with 4 machine screws and have 4 support feet that are approx. 3/16 inch high. The feet can be shortened if desired for a closer fit into the bilge of a hull. The case cover has two motor platforms that support the motor case slightly away from the pump. This allows cooling airflow through the motor case vents and allows lubrication access to the motor bushing without disassembling the pump. The platforms can be shortened for motors with smaller bushings or having shorter shafts.

The snazzy six blade impeller has dual setscrews to secure it to a 1/8th inch motor shaft.

Testing of this new *SWAMPWORKS* pump is not yet complete but it looks promising. A couple of motor / voltage combinations have yielded in excess of two gallons per minute pumping capacity.

FIBERGLASS HULLS

Two new ship hulls in the *SWAMPWORKS* lineup may be available in fiberglass in the very near future.

The first of these fine hulls is the SMS MOLTKE, that Axis terror that, in the hands of Captain Lief "First to Worst" Goodson, gave the Allies such fits in 1993 (we won't mention 1994). The

MOLTKE is a Class four, 26 second WWI battlecruiser that will make a good Axis counterpart to the HMS INVINCIBLE, a ship that is rapidly becoming one of *SWAMPWORKS* best sellers.

The second of the ships that are coming available is one that I am constantly being asked about, (i.e. when can I get my hands on one) (((((((((((RUFFLES AND FLOURISHES)))))))))) the long awaited USS North Carolina. Yes, you heard it here first. We will soon have fiberglass hulls for an American Battleship. It has been a long time in the process but we finally obtained a usable plug for this ship that has been proving itself a real killer for the Allied cause. By the time you read this, we may have new hulls in stock. CALL !!!

The North Carolina is a Class six, 24 second WWII battleship that will be the long needed Allied nemesis to the DKM BISMARCK, already in our product line.

LAST MINUTE NEWS FLASH

TYPED AND MISPELLED BY FLUEGEL FOR YOU
**LOW PROFILE CO2
REGULATORS ARE NOW
AVAILABLE!**

Swampworks has contracted with the original MANUFACTURER to produce reduce wight regulators. The old fat regulator weighed a bulging 14 oz. The new low profile model weighs in at a skippy 6.5 oz (approx). It comes with a 140 psi spring and is ported for 10/32 threads. How much money? Not the \$78 that "rock regulators" cost, but an affordable \$39 (plus \$3.50 shipping and handling). I dolled this up, Steve just gave me the facts, the stuff about fat and "rock" and that stuff I added.

Thats all for now. I hope that these new products offered by *SWAMPWORKS MFG.* have got your mouth watering.

D.W. OR KATHERINE FLUEGEL
3524 GRAY DRIVE
MESQUITE, TX 75150

19.00 per year



4 3/4"