

# HULL BUSTERS.

April 96

## **INTRODUCTION...EDITOR NEWS...GOSSIP**

Welcome to the land of history, of art, of eye hand coordination. Its a world within a world. Shake your head, hard. Its time to enter... The Magnificent Obsession! I first applied that phrase "magnificent obsession", when I was watching late night TV. I think it was the title of some old movie.

The **big news** is definitely the Birth of a new Admiral! Lief Goodson's first child was Launched: April 8th, 1996.  
Displacement: 8 Lb.

Class; male,  
Commissioned; Fluegel Nathaniel Gardner Goodson! That's odd, ....Gardner? Is Adolf's birthday in April? Well, it seems impossible, but before you know it, a young captain will be in the water. Congratulation Goodsons!

Way up in Oregon Buddy Friend and his friends have started a new battle group. Two "International rules" ships attacked three "Big gun ship rules" ships and won a just for fun battle. The guys are saying they will be building "International rules" ships. Of course Buddy is hoping to get a battle group in his new neighborhood, good luck!

Jerry Moats is looking for a used ship, anybody want to sell one? His address is 20577 Lassen View Ln, Redding CA, 96002.  
ALLIED.

All Kind of Nats gossip is in the air. The big news is Bart, of course. He is bringing a North Carolina! And so is Chris! My best friend, Stan Watkins (who helped me start the hobby(?)) may also show up with a crafty little New Orlands light cruiser. The killer Au's are said to be returning with their award winning Allied ships, and as if the Allies didn't need any more help, there have been some Axies defections! That's right, traitors. Gerald "grasshopper" Roberts will be sailing an Invincible! Its been some years since Gerald has fought, and it really doesn't matter who's flag he is fighting under, welcome back,.... traitor. The Hunts have also made the Allied switch, as has the already famous Andy Ray, who will be back for a full week of Nats. Several of the defectors have followed the rookie of the years ship selection and built the HMS Invincible. Millholland will move up from a "Pig ship" to an Invincible. A Texas newcomer will be battling Chris's terrific Queen Elizabeth, Bob Akins. Oh, somebody is doing something with a King George 5th., I do not reminder what AXIES.

The Axies are the victors and will ride their Texas Triple Crown Victory into Nats, providing the momentum for certain victory, Again! Besides this momentum, they will have tons of Bismarkes, and from Md, lots of Yamots!

Also again, congratulations Goodsons! Its an Axies!

## A Personal Response to Tom's "Red/Blue" Proposal

by Lief Goodson

It is true that Fluegel is the most Axis Axis there is! Probably followed by Dirty Dave - but I have to be somewhere close to the top of the list. Consequently, I feel a strong need to respond to Tom's proposal. I entered this hobby in 1989 and it has become my only hobby. In the past seven years, I have come to love (that's right - love) many of my fellow battlers. I want these guys to be my pallbearers when I die. These friends are both Axis captains and Allied captains. I don't like them any more or less because they are Axis or Allied. I don't quit liking them when they switch sides. I like them because who they are, not because what kind of ship they decided to buy or build. I am first, and foremost, a club member - not an Axis!

That notwithstanding, I believe Tom (who is one of the friends I was talking about) has missed the point. The problem isn't Axis verse Allies! The problem is with individual personalities.

In 1995, I personally led the Axis fleet to a smashing victory, reclaimed the "Most Feared Axis" trophy, and did not sink once (the first time in seven Nat's). In 1994, I sank in all five fleet battles and contributed significantly to the worst Axis defeat in the history of our hobby. Yet, I had a lot more fun in 1994 than in 1995. Why? I've asked myself that question a lot. My conclusion is - Atmosphere! In Houston, we were all a bunch of guys who pretty-much liked each other. In Springfield, we were some guys who were upset with some other guys, and it made the atmosphere tense for everybody. But the tension wasn't between Axis and Allies, but between individuals, many of who were on the same fleet. As we discovered, the tension between individuals affects everybody's ability to have fun. And more importantly, those individual conflicts don't go away just because you changed the



fleets from Axis/Allied to Red/Blue!

Tom states several valid benefits of fighting Red/Blue, especially battling with and against some different people. I could support a compromise like dedicating one day at Nat's to Red/Blue battling or even Mike Deskin's suggestion to use the French, Italians and Russians to balance the fleets. But I cannot support destroying one of the best things about our hobby based on the false assumption that fighting Red/Blue will cure a problem caused by individual personalities. Lets not give up the rich heritage of our hobby just because of a couple of overly aggressive people.

## MEN AND INSTINCT.

By Farley Hopp. (3/24/96)  
(My document, Word, Hull Busters April 96)

The body says NO, but we drag our selves to the lake, like ducks must migrate, we must battle. The first stone of the Texas Triple Crown was canceled do to "lake permission problems", so small bands of battlers sought each other out and the spring reflex of battle commenced. Unorganized this year, Some met in Wichita Falls, some in Verman, and others in Dallas.

It was the first battle in five years for Scott Lide's son, Jeff. Jeff took a break to earn his dental degree, he is Dr. Jeff now. Jeff was 4 ninuts early, we were impressed. We speculated that the "late Lide stuff" must have been caused by the dad, Scott Lide.

We were puzzled as Dirty started sawing on his water tight bow, some sort of space problem. Fluegel accidentally(?) hit a micro switch and shot a nice hole in Dirt's bow. The way Dirty yelled we thought Fluegel shot him! Dirty and Jeff decided the "free for all" would be "them against Fluegel".

We all had our ships set up the same way. The first turret was a side mount, the next to the last turret was a down angled side mount (lovingly refered to as the "Hay Maker"). The stern turret had the rest of the gun units.

At battle time, Jeff said "after five years the one thing I forgot was to bring a five minute timer". The others decided to measure his time with a sun dial.

"Free for alls" are an interesting thing. Somebody often gets "picked on". It was definitely Chris. Jeff landed some nice holes in a temporarily beached Chris. Than the fact that he was the Allied Admiral drew Fluegel after him. Chris's little Sheffield was willing to battle the three capital ships and it wasent long before Fluegel's guns were peppering Chris. Then there was a battle among the capital ships that Fluegel was distracted from by the sight of Chris sinking! His pump was casually pumping a one foot stream, but his hull was about 1/8" above the water. Jeff and Fluegel attracted



him and he sunk! A scrap of balsa has clogged the pump as Chris became the first casualty. His funeral was a party, the hole state was singing "big bad Chris is dead" (the only cruiser in a capital ship event), and the always popular "Texas is once again held by it's rightful owners, Axes!", sung to the tune of "Texas is once again held by it's rightful owners, Axes!".

### SCORES FORM FIRST SORTY.

<u>HOMOSAPIEAN</u>	<u>SHIP</u>	<u>ABOVE</u>	<u>ON</u>	<u>BELOW</u>	<u>REMARKS</u>
Admiral Pierce	Sheffield	15	4	7	<b>700 pt sink.</b>
Dirty Dave	Mutsu	31	2	5	Ship was slow
Fluegel	Bismark	9	1	1	My Ideal
Jeff Lide	Kirishema	12	0	0	Do Hammer.

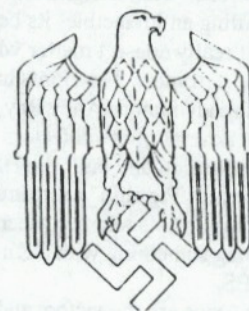
### POST SORTY INTERVIEWS

Jeff "A totally magnificent return to the hobby, a Phinecs rising from the ashes....."

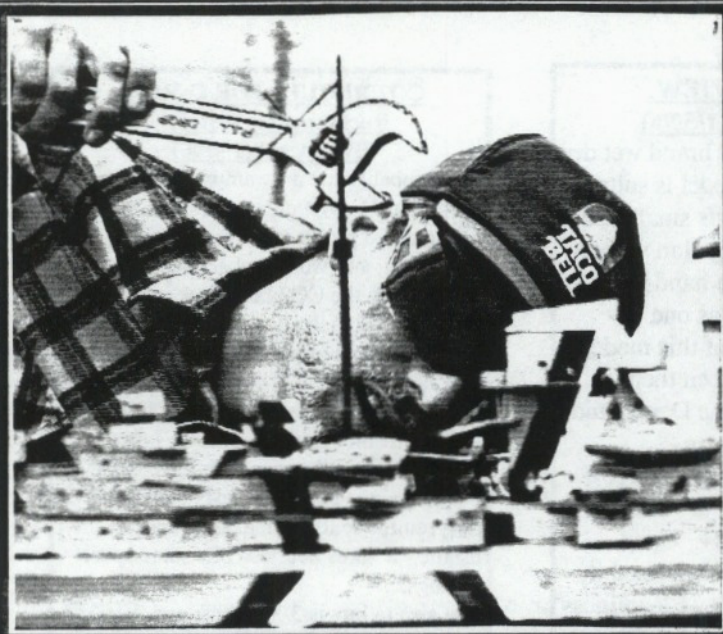
Fluegel "were is my hat?"

Dirty "I mossed up, I cleaned that up. Three of five of my guns were weak.. I need new batteries, I called five with a lot of ammo because I was so slow." We then began speculating what the life expectance for Gel Cells were.....maybe three years?

Chris asked Jeff "how is it coming back as the best Axes? are you supressed?" Jeff "No, I pretty nuch new I would be...." Dirty "Oh my!".







**SORTY TWO.** page 1129

Dirty tweaked his guns. Fluegel arranged his metals. Chris was the only one who patched. Farley asked Jeff "What did you do to prepare for the battle? I cooled my barrels, yawl were cooling your CO2 tanks and I was cooling my barrels."

Very early in the sortie it was apparent that Dirty was slow, again! Chris was playing it safe, firing long distance shots from a long distance out in the lake (8 feet). Once, the three capital ships were lined up bow to stern, along the shower. Setting still. Chris couldn't miss! He was shooting away. Dirty called five, Fluegel got greedy and sailed to close to the weedy shore in order to keep shooting Dirty. Jeff penned Fluegel against the weedy shore and it took Fluegel's Bismark along time to stop, reverse, and accelerate out from the rapid fire that Jeff was pouring out. Fluegel and Jeff called five. That left only Chris with ammo and "Drift wood Dirty" was dead in the water! Chris attached and raveng was apparently his destiny. Jeff started sailing towards Chris and Chris abandoned the attack of Dirty just in time to escape the "on five" Jeff. Chris said "your on five!" Jeff said "I know". How did Chris know to run

form Jeff? Would Jeff have fired at Chris after he had called five? Dirty was relieved, yet troubled at his ships poor performance.-

**SCORES OF SECOND SORTIE.**

Chris	Sheffield	5	0	3	Remember, he had patched.
Dirty	Mutsu	60	6	8	"Drift wood dirty".
Fluegel	Bismark	22	5	3	He only has 3 guns in the Bismark!
Jeff	Kirishema	20	0	0	He has fun.

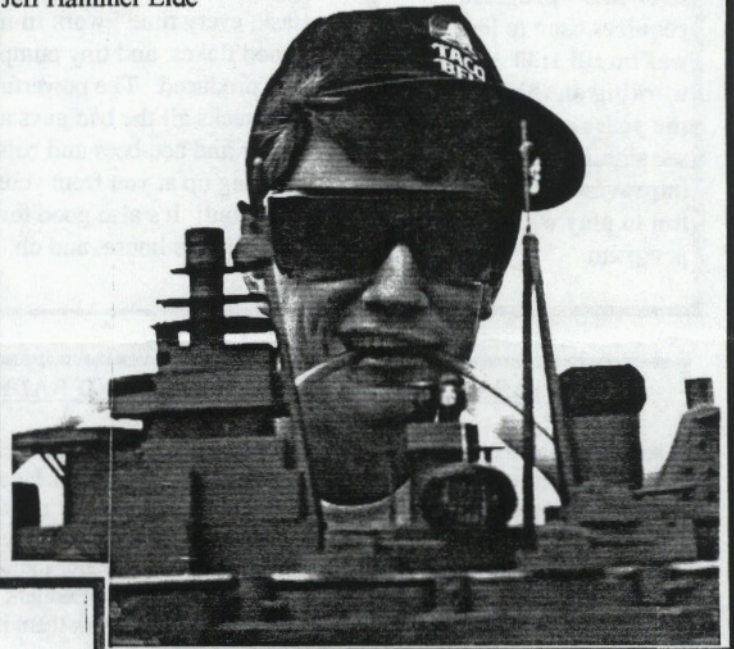
**POST WAR INTERVIEWS.**

Fluegel "having fun is hard work.. I need to put the rest of my guns in, but the three I has worked really well!"

Fluegel and Jeff arguing, (Chris had a flat on his car) "No, I shot it out. NO, I shot it out....."

Dirty and Farley on the performance of the returning Jeff "rookie maneuver, chasing the stern guns in the first sortie..... not suprised that he was effective..... we have awaken a sleeping dog!"

Jeff Hammer Lide



Dirty Dave.



Jeff on the battle "well, I so loved the sweet smell of the roses, and the sight of the elderly couple holding hand, thats what made my day".

It was over, Farley declared Texas to belong to the Axies. We went out to eat, and tell some battle lies . It was with a sweet taste in our mouths that we had done our instinctive spring battle thing.

**MAIL ME YOUR COMPUTER DISKS!?**

By Fluegel 2/2/96 (disk shiplog file)

I charged \$1800 \$2100 \$2600 and have a fun new computer. Part of the excuse for this purchase is to make Hull Busters look better!

I honestly kind of like THE "UNDERGROUND" LOOK I PRODUCE NOW, but it's time to join the "desk top publishing" world.

I want your articles printed out and, I would



like your disk, so I could use my computer.

This is probably a phase, and the modem, or even the interNet will be the major method of receiving articles in the future. Hull Busters will be a mix of "desk top Publishing" and the old underground look (cut and paste) for the next five years or so. I hope I have not scared any articles away, ANY form the article is received in is cherished!

PS. Using a "desk top publisher" program requires time to learn! I was up till 1:30 AM working on this issue. As the years go by, you will see significant improvement, I think. It's fun to play with this program.

**PRODUCT REVIEW.**

**By Clifton Itch (1/5/96)**

I endorse the "Shop-Vac" brand wet dry vacuum cleaner. This model is suited for our hobby because of its small size and low cost. It is a one gallon wet dry vac, so you carry it in one hand and clean with the other. It has one horsepower so the name of this model is 1x1 shop-vac. I have seen them at K-mart, Walmart(?), Home Depot, and Builder's Square.

Cost is \$20 and I bought an extra bag that allows the "wet" part of "wet dry" vac. The bag was about \$4. Upon seeing the small vac, Stan renamed it "ship-vac", and he is right. Cleanliness is important to the screens of the bilge pumps. This seems like a never ending task, every time I work in my ship wood flakes, and tiny pump "cloggers" are produced. The powerful (5.7 amps) vac sucks all the bad guys away. If water and bee-bees and balsa scraps are looking up at you from your hull, suck them out! It's also good for the mini-van and the house, and oh, the shop!

**CO2 REGULATOR O-RING**

**Rechargeable systems.**

**By Fluegel (1/4/96)**

You probably use a Swampworks (Williams Bros) regulator. I have experienced problems with the O-ring that comes out, and won't go back in, when you try to screw the CO2 tank back into the regulator. Somebody at a battle said that the rubber gets impregnated with the gas and expands. THEY DO. The O-ring gets like twice its normal size. It's so large that it won't fit into its O-ring groove. I have even heard small pops when little gas bubbles pop. The good news is that the O-ring returns to its normal size, and is usable. It takes hours so buy some spare O-rings.

The size to buy is 3/32" thick and 7/16" id X 5/8" od. I buy them at the local auto shop, I guess the 4 pk is over \$1 and under \$2. I have started to be able to tell when I need to replace an O-ring before I get to the mess of trying to fit a large peg into a small hole. When I am unscrewing the CO2 bottle and it "drags" or resists unscrewing, then the O-ring is probably enlarged. (disk Bismark log, file June.wps)

**German**

**FUTABA AND AIRTRONIC WIDE BAND RADIOS.**

**By Fluegel. (1/4/95) & 3/31/95**

I sent my radio off and got it back in about 3 weeks (?). It works well and there were no problems. Stan -father of RC warship combat- sent his Futaba radio off and they said they did not make 75. (surface) band radios into "narrow band" radios. He sent a letter specifically requesting only that service. He received the radio with a note saying they did not convert surface frequency radios into narrow band radios. They returned the radio and sent a bill for \$40+ dollars. If you have a 72 frequency radio, call Futaba first, at 714-455-9888. Ask them if they can provide the service before you send the Radio.

Dirty Dave Haynes, the child molester has an Airtronics brand radio. He called Airtronics and they said they would convert the Vanguard series but not the SR series. I would say call them also before you mail off your radio. Unlike Futaba, Airtronics would possibly convert 75 band frequency radios to narrow band radios. The reason all this matters is because it's a club rule to only use narrow band radios at sanctioned events.



**RADIO FREQUENCY UPDATE**

22	72.230	Sec	
23	72.250	Sec	
24	72.270	Nicholas Craven	SC
25	72.290	Matt Purvis	SE
26	72.310		
27	72.330		
28	72.350	Justin Craven	SC
29	72.370		
30	72.390	Ron Hunt	SE
31	72.410	Cameron Hunt	SE
32	72.430	Steve Baker	SE
33	72.450	Gerald Robert	SC
34	72.470	Jim Pate	SC
35	72.490		
36	72.510	Austin Keels	?
37	72.530		
38	72.550	Paul Broring	NE
39	72.570	Rick Whitsell	
40	72.590	Brian Craven	SC
41	72.610	Don Cole	SE
42	72.630	Sec	
43	72.650	Sec	
44	72.670	Sec	
45	72.690	Sec	
46	72.710	Chris Pearce	SC
47	72.730	Jay Edwards	
48	72.750	Chris Au	
49	72.770	Austin Keels	SE NE
50	72.790	Lief Goodson	SE

IR/CWCC Frequency List

Channel	Frequency	Captain	Region	Conflict
12	72.030	Terry Keef		
13	72.050			
14	72.070	Nathan Blattau	NE	
15	72.090	Tim Curtis	SE	
16	72.110	Danny Schultz	NE	
17	72.130	Frank Whitsell		
18	72.150			
19	72.170	David Haynes	SC	
20	72.190	Sec		
21	72.210	Sec		



# MO Notes:

by Steve Milholland



1996 is here, and if you are like me, you are suffering from "Batling Fever". Winter has gone on too long. I yearn for the sounds of whirring drive and pump motors, the popping of BB cannons, and the smell of Ambroid and dope wafting on the morning breeze.

While it is still pretty cold here in Missouri in mid February, I know that Spring will be here before you know it and it will be time to battle. Like all of you, I look forward to seeing all my battling friends for another years fun and mayhem on the water. I hope this year to attend events in Texas, the new Southeast regionals site in Columbus, NC, and maybe even go back to the upper midwest for some battling with some of the Ohio, Indiana, and Michigan guys.

In addition to these trip battles, I also plan to do some balsa busting here in the old home state of Missouri, and that brings me to the main reason for this column, the 1996 Ozarks BB Fest dates. At present we have tentatively reserved the following dates for our 1996 events here in Springfield, MO.

SPRING May 4th and 5th

FALL Sept. 7th and 8th

Location will be the same as in the last couple of years, the fine lake at Ritter Springs Park, just outside the Northwest edge of Springfield, MO. As I said, these dates are tentative pending confirmation from the City of Springfields Parks Department. If there is any change, I will let you know in the April issue of Hull Busters.

We will be using the same MOTEL-6 that we have used in the past. Their phone number is (417) 833-0880. The address is 3114 N. Kentwood, Springfield, MO 65803.

Entry fees will be \$12.00 in advance, postmarked by April 20th and Aug. 24th respectively. Late entries and lakeside entries will be \$18.00. CO2 will be provided, as well as sodas and ice. Bring your own cold cup.

For those of you who have been wondering about James Foster, he is still in the state of Missouri, just not here in Springfield. He and his family now reside in Columbia, Mo, about 150 miles North of here. If anyone wishes to get in touch with him he can be reached at:

5165 Louisville Ct  
Columbia, MO 65203  
Ph (314) 446-8216

See ya' on the water.



51	72.810		
52	72.830	Wade Koehn	SC
53	72.850	David Au	
54	72.870	Steve Andrews	NE
55	72.890		
56	72.910	D.W. Fluegel	SC
57	72.930		
58	72.950		
59	72.970	Ken Kelly???	NE?
60	72.990		
61	75.410		
62	75.430	Will Montgomery	NE
63	75.450	Sec	
64	75.470	See Stan Wask, SE	
65	75.490	Sec	
66	75.510	Francis Rogowski	SE
67	75.530		
68	75.550	Paul Fluegel	SC
69	75.570	James Cory	
70	75.590	Willard Adams	SE
71	75.610	Steve Millholland	
72	75.630	James Foster	
73	75.650	Sec	
74	75.670	Sec	
75	75.690	Sec	
76	75.710	Jerret Dorough	SC
77	75.730		
78	75.750	Frank Pittelli	NE
79	75.770	John Bacon	
80	75.790	Tom Jass	
81	75.810	Ron Thalbault	SE
82	75.830	Bob Eakin	SC
83	75.850	Randy Heuton	
84	75.870	Mike Blattau	NE
85	75.890	Dave Lewis	NE?
86	75.910	Andy Ray	
87	75.930		
88	75.950	Joe Kutz	SC
89	75.970	Brian Ellison	NE
90	75.990	Marty Hayes	NE

Reserved For Convoy ( Bylaws I.F.2 )

A1	27.???	Axis	
A2	27.???	Axis	
A3	27.???	Axis	
A4	27.???	Allied	
A5	27.???	Allied	
A6	27.???	Allied	

Ham Frequencies

H1	53.100	Bart Purvis	SE
H2	53.200	Danny Boyd	SC
H3	53.300		
H4	53.400	Mike ELLEDGE	SE
H5	53.500		
H6	53.600	Sec	

Frequencies marked with Sec are reserved for use in resolving conflicts and for secondary ships

Not on the list?  
Then Contact:  
David Haynes  
Frequency Czar  
1141 Santos  
Ablene, TX 79605  
915-673-5130





# **BUNDLE OF BISMARCKS**

**By Salty Sam.**

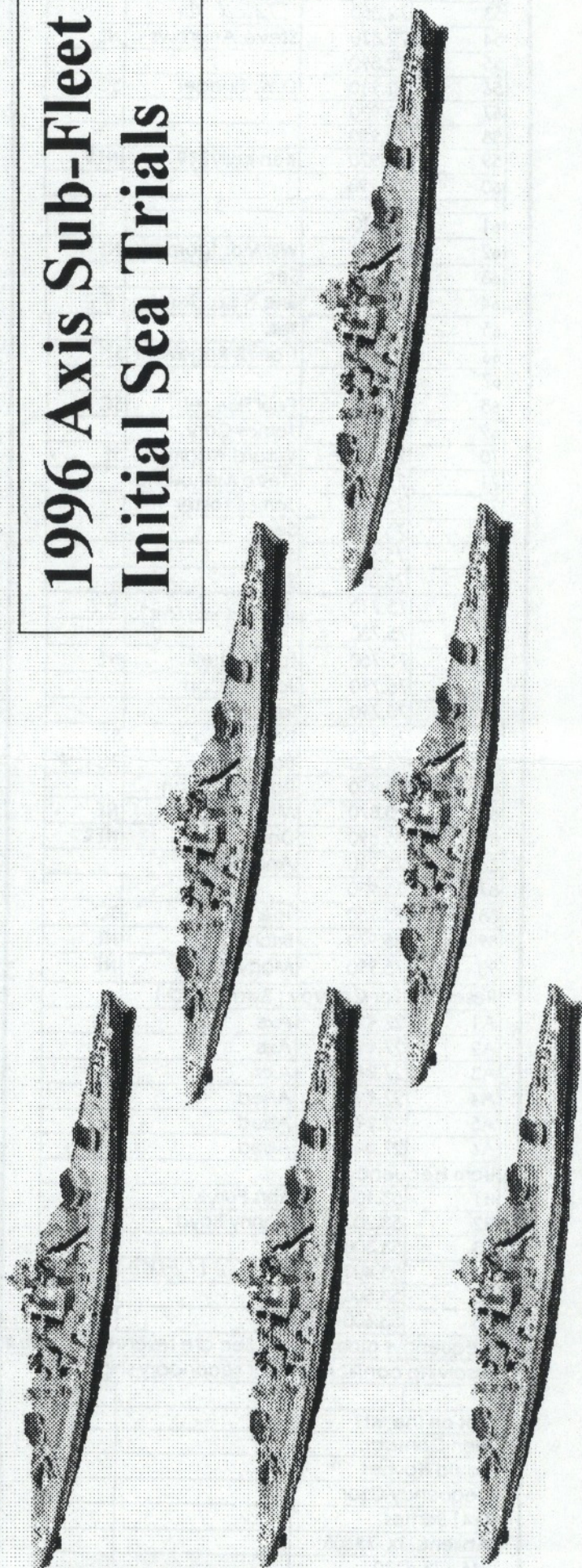
1 Jan 1996 - In a surprise move today, the Axis Grand Imperial Admiral, Will Montgomery, announced the formation of a 30-ship Axis fleet of Bismarcks for the 1996 battling season. It is widely believed that the introduction of such an awesome fleet of ships will dramatically change the IR/CWCC hobby, as did the introduction of the first Bismarck, over a decade before. When questioned about the announcement, Herr Fluegel, the venerable founder of the IR/CWCC and the most well-known Bismarck captain, said that "This is the happiest day of my life ... my life-long dream has come true!!!"

During his impromptu news conference, Adm. Montgomery said that "The Axis Admiralty has examined battling tapes for the last 10 years and determined that the Bismarck has performed the best, regardless of the capabilities of the captain." He went on to say that, "By coupling the awesome potential of the Bismarck with the very successful team tactics perfected by Tri-Pact, we plan to continue Axis domination through the end of the millenium." Adm. Montgomery's statements are certainly substantiated by the facts, given that the Axis have won 4 NATS during the 1990's and that NO BISMARCK HAS EVER SUNK.

The events leading up to this surprise are as impressive as the announcement itself. Immediately following their overwhelming victory at NATS 95, the Axis Admiralty secretly contacted SwampWorks Mfg about the possibility of supplying the 30 hulls needed. Steve Milholland was more than happy to accept the contract, stating that "It's always a pleasure dealing with the Axis, since they pay their bills on time and in cash, unlike another fleet that I can't mention." On the issue of funding, Curly Barrett, an Axis Admiral and the Minister of Propaganda, stated that "Sales of *Fluegels Greatest Hits* have skyrocketed in recent years, yielding over \$1,000,000 in profits every year. Given that income, the development of a 30-ship fleet is relatively small when compared to the annual 401K contributions, signing bonuses and profit sharing provided to all Axis captains." Curly encouraged all 'qualified' captains to call 1-800-AXIS4ME to discuss a rewarding career in the Axis fleet.

Of course, money and talent alone don't guarantee success in the warship hobby: you also need reliable technology. To address that issue, we contacted Dr. Von Huppel of the Tri-Pact Institute of Technology who has been instrumental in developing the most advanced technology ever seen on the lake. Dr. Von Huppel stated that "NATS 96 will see the introduction of the Axis Battle Management System (BMS). The BMS is capable of controlling all 30 Bismarcks from our remote headquarters in Piscataway NJ through our "BattleStar" satellite. By automating warship control, we'll only need a handful of Axis captains at lakeside to help retrieve Allied ships, thereby reducing Allied fatigue, which has always been a problem. The BMS can easily monitor and target the movements of up to 50 Allied ships, given the relatively simplistic Allied strategies shown in recent years". (The BattleStar satellite was created by Brian Eliassen, a California Axis rookie, by re-programming a NASA weather satellite.)

## 1996 Axis Sub-Fleet Initial Sea Trials





Paul "Doc" Broring, a recent convert to the Axis fleet and the 1995 Individual Combat Trophy winner, noted that "When I started using the Von Der Tann, I realized that German ships were superior to anything offered by the Allies. Besides, the pay increase for operating an Axis battleship will payoff my new house." Steve Andrews, another Maryland Axis captain, added that "I've always joked with Fluegel about his Bismarck, but you have to respect what the man and the ship have done throughout the years. I look forward to battling alongside of him with a brand-new Bismarck. Gooooo Axis!!!!"

Although most Allied captains were unavailable for comment, we did talk briefly with Jim Pate, Grand Allied Admiral (Ret.) Jim explained that "I wasn't surprised by the announcement, it was only a matter of time before they focused their energies on the Bismarck. The Bismarck has always given me the most trouble and I have secretly wanted to captain a Bismarck myself for the last few years."

Captain Don Cole, the 1995 Most Feared Allied, said that "I'm still not afraid of them and I plan to be the first captain to ever sink a Bismarck." Don continued to say that "There is no truth to the rumor that I bought a Nagato hull!!", although that question was never asked.

The 1995 Rookie of the Year, Joe Kutz, took the news very hard, but he responded with "I guess

I'll just have to add a FOURTH pump to my new Missouri." As Joe walked away he said under his breath "Missouri, Musashi ... maybe I should buy some green paint."

The IR/CWCC President, Tom Jass, diplomatically stated that "Clearly the worm has turned in favor of the Axis and is moving at warp speed in their direction." It has been rumored for years that Tom Jass and Marty Hayes were going to form a "Senior Circuit" for warship combat and today's events may accelerate those plans. When asked about the possibility, Marty Hayes proudly stated that "I saw this coming a year ago and switched to a clearly superior fleet, where I have become a world-wide celebrity. Why would I retire now!!!"

When told about the announcement, Steve "Fab" Baker replied that "When I left the Axis fleet years ago (Steve used to operate a Pola) I realized that it was going to be an up-hill battle, but I never dreamed that it would be as big as Mt. Everest. A fleet of 30 Bismarcks CANNOT be defeated." Steve wept quietly as we walked away.

Finally, Bart "Boss Hog" Purvis stated that "The pig-boats will be able to defend themselves against all opponents ... all other Allied captains are on their own." A statement that best describes the current state of affairs in the Allied fleet.

## USS O'Bannon, Little Ship in a Big Ship War

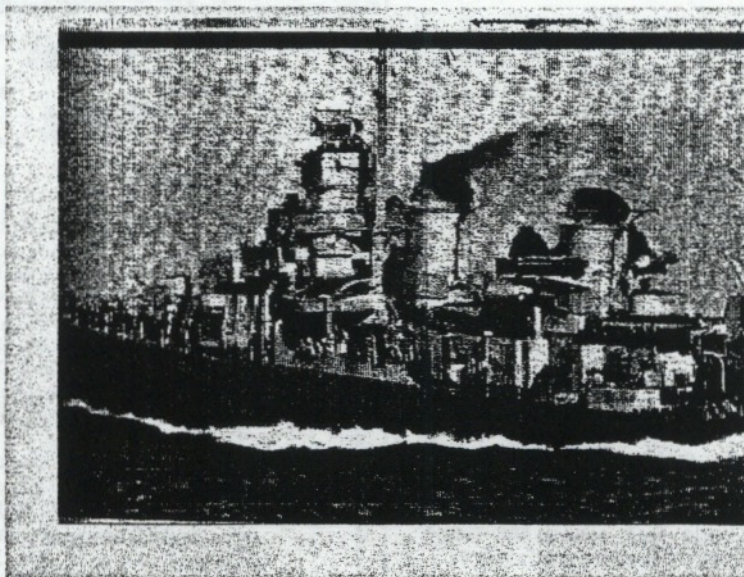
By Stan Watkins

The R/C Warship USS O'Bannon, like her real WWII prototype, served well. She was the first R/C Warship Combat Ship to sink a submarine (IJN I-400). She was also rough on the IJN training cruiser contributing significantly to her demise. The O'Bannon was not without her problems, however. The IJN Yamato managed to sinker her (even though the O'Bannon had shot more holes in the Yamato. The sink was attributed to the poor maneuverability of the O'Bannon after removal of one of her two rudders. The O'Bannon had been constructed based on the false premise that the Fletcher class destroyers

had originally had two rudders. Her builder, Stan Watkins, later found that the first class of US WWII destroyers to employ dual rudders was the Gearing class. the Gearing class was the next class after the

Fletchers. Stan, in the interest of scale legal fidelity dutifully removed the extra rudder. This change basically made the O'Bannon very unmaneuverable. The O'Bannon ended her R/C Warship Combat career in

a valiant (though futile) effort to save the Allied target in Knoxville at the 1989 Nationals. At this battle the Allies desparately needed to save their last remaining ammunition depot from the guns of the Axis fleet. When no other Allied warship would stand against the combined guns of the Axis fleet, it was tiny O'Bannon ("Big O") that went into harms way big time. She was not able to save the target and she was not sunk, but she did take major damage in the attempt. She was retired after this sacrifice.



She now resides, in peace, on display on a shelf safe in Stan's basement.



## THE BIG SHIPS BY M.W.D.

Well we helped the very big ships of the Iowa, Yamato, and Richalieu classes with the twin firing sidemount rule and I hope we will see some of these ships on the water this year.

Now how about the not so big but undergunned ships of the Alaska, Renoun, Furious, and Hood? We could try several things that may do more harm than good to the hobby. I don't know the answer but there is obviously a question. What can we do? I will be the first to admit that these ships do not deserve more units. they fit rather well into the ship list rite where they are. So what's the problem? Well my question is why is there no one building them? Well considering that they are all battlecruisers and had thinner armor and generally smaller guns they deserve less units. Well compaired to a battleship the were a lot longer. The easiest thing to do would be to give them all an extra half unit and call it even.

We could even try a unit-by-length instead of unit-by-displacement system. This might just be the possible answer we are looking for since it isn't the heavy ships that are not being built, but the long ships. Some of you may not think there is a problem but if we don't do something we will not ever see any of these ships on the water. Some of you may think that would be fine, because these ships would be more trouble for there own team and don't want them out there.

Well a half unit more would give them more rudder area , and they all have a single rudder. Anyhow they would still not be the ship to fear for the enemy and it sure would be neat to see a few more ship types on the water.

I admit it may seem unnecisary to change the ship list from a unit-by-displacement system to a unit-by-length system but if you think about it at this time a ship that was built using cheesey weight saving measures or by a country that did not adhear to the treaty limits gets a unit or half-unit over a ship that was built using the best weight saving thoughts and some sacrifices that were required to get a well ballenced ship.

Most of the last generation battleships that were built by most countries all had about the same guns and armor but because a few displaced a few thousand tons more they get more units. I think it is the long ships that suffer in the hobby due to target area. so why not look at the possibilty of length-by-units.

BATTLESHIPS			
NAME	LENGTH	UNITS	TRY
IOWA	887	8	8
YAMATO	863	8	8
BISMARCK L	824	6.5	6.5
VANGUARD	814	7	6.5
BISMARCK	813	6.5	6.5
RICHELIEU	813	6	6.5
LITTORIO L	790	6.5	6.5
LITTORIO	770	6.5	6.5
KING GEORGE V	745	6	6
NAGATO L	738	6	6
WASHINGTON	729	6	6
NELSON	710	6	6
NAGATO	700	5.5	5.5 - 6
SOUTH DAKOTA	680	6	5.5 - 6

The South Dakota deserves the 6 units due to being a new ship but the Nagato although she is longer was an old ship as built. So we can place an age limit so that the S.D. can keep her 6 units. Beyond that the Vanguard gives her extra half unit given to her when we gave her and Iowa 7 units to the Richelieu which is identical in length.

BATTLECRUISERS			
NAME	LENGTH	UNITS	TRY
HOOD	861	5.5	6-6.5
ALASKA	809	4.5	5-5.5
RENOUN	794	4.5	5-5.5
COURAGIOUS	786	4.5	5-5.5
FURIOUS	786	4	5-5.5
SCHARNHORST L	771	5	5-5.5
SCHARNHORST	754	5	5-5.5
KONGO L	729	4.5	4.5-5
DUNKERQUE	704	4.5	4.5-5
TIGER	704	4.5	4.5-5
KONGO	704	4.5	4.5-5
LION	700	4.5	4.5
DERFLINGER	689	4.5	4.5
SEYDLITZ	658	4.5	4.5
MOLTKE	611	4	4-4.5
INDEFATIGABLE	590	4	4-4.5
INVINCIBLE	567	4	4

Well the battlecruisers will still have less units than a battleship in the same length class but again we could use an age limit so Dunkerque built in 1937 could have 5 units while Tiger and Kongo as built in the period of 1912 or so will have say 4.5 units. We need to decide if we want to give the newer ships built say after 1922 a unit advantage over a ship of the same length or in the case of the existing policy of weight of a ship built in say 1914. I don't think we should take units away from the world war one ships but I think we might need to give ships of the WW2 period at least an extra half unit.

My reasoning is the newer ships had better guns, better fire control, sub-division, and the armor, damage control, and in some cases the armor was inclined which improved it's ability to resist the shell's penetrability.

Well this is of course just a thought and not really a rule proposal. I am hoping some of you will let us know your thoughts and see if we should even try to come up with a better way of figuring the units a ship should get. The system we have now is working but I think we must admit that there are several ship types that have not been built and more than likely will not due to there being too big for the number of units that they get.



S-boat, 1940, France.

### LETTERS

## Dear Fluegel.

Dear Fluegel,

I have been distressed by several comments about the appearance of the South Carolina and the Michigan class battleships--namely as to how ugly they are. They have even been called dogs and pigs and other derogatory terms that cannot, of course, be repeated in a family publication. I am reminded of a little story, related by Tom Clancy, that may cast the proper perspective on appearance as compared to performance

"It is a known fact that the Scottish wolfhound is indisputably the ugliest dog in all of Scotland. However, Scottish wolfhound owners are quick to point out that there are no longer any wolves to be found in Scotland."



IF MY BARREL IS LONGER THAN MY CANNON SHOTS HARDER THAN YOURS. NOW DOES IT REALLY? By Bart Purvis

EXPLORATION



I have heard, ever since I joined the hobby, that the longer the barrel, the harder the shot. In my earlier days, I heard the same thing when I was involved in duck and dove hunting. Not only did we pleasantly pass time discussing the best barrel length of our shotguns, but the size of the shot, choke of the barrel and type of firearm also received close scrutiny as to which was the best to deliver a killing blow. It's the same with us in our hobby. Length of barrel, stainless steel or brass barrel, copper clad or zinc clad bb, phase of the moon, tube breech or o-ring breech and the color of Fluegel's underwear have all been debated as to which is best suited to deliver a killing blow to the dastardly enemy.

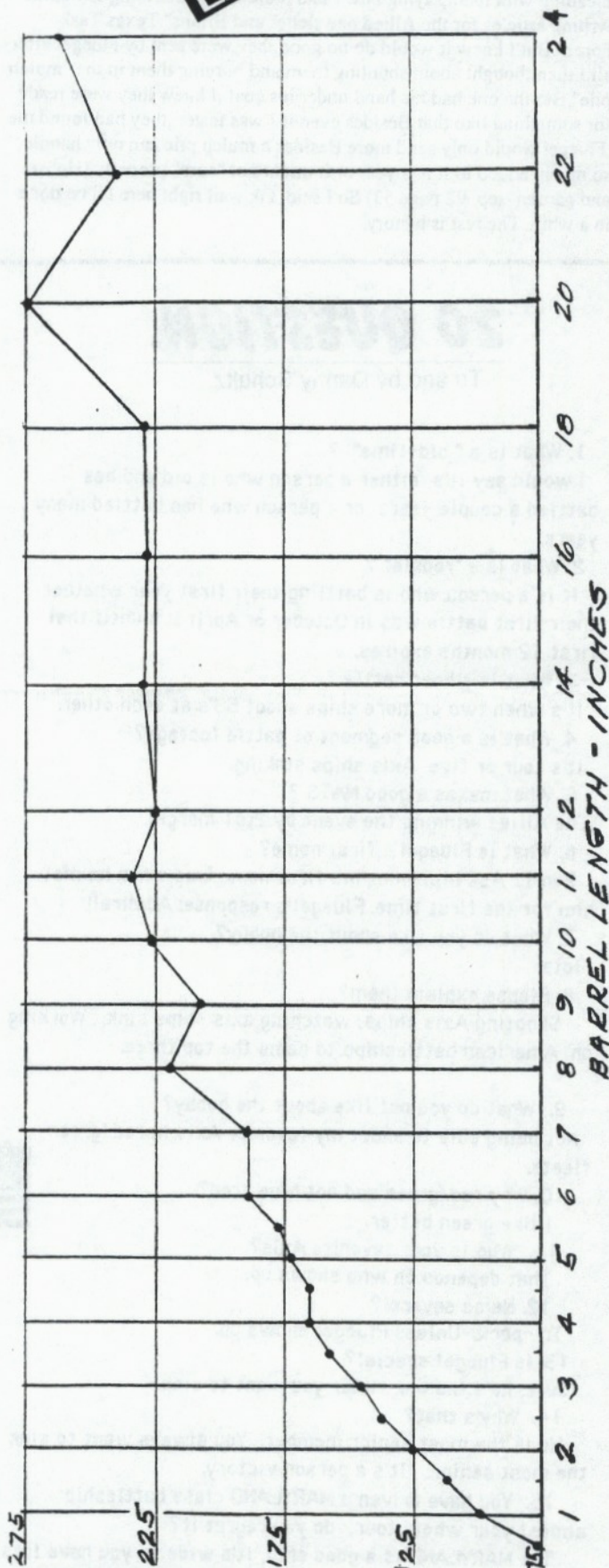
Some of the variables above will forever remain a mystery. For example, the color of Fluegel's underwear will probably never be checked, even by our brave British captains. However, barrel length versus bb velocity can easily be determined if one has a chronograph. This is an electronic device that measures the speed of a bb, arrow or bullet over a measured distance. My chronograph has a computerized, digitized widget that counts the number of shots, computes and records the average bb velocity, and I decided to utilize it to obtain some objective data in this burning controversy.

The cannon used has a silicon tube breech similar to those sold by Swampworks, a pancake magazine similar to that designed by Steve Baker and a 24 inch barrel made of K & S 7/32" dia. brass tubing. That's right, a 24 inch barrel. Yes, the longest legal barrel we can use is only 6 inches, but what the heck. When you test something, why not really test it? The barrel was measured and marked in 1/2" increments for the first 6 inches from the breech, 1 inch increments for the next 6 inches and then in 2 inch increments for the remaining 12 inches.

The gun was mounted on a 1"x6"x48" pine board and a movable brace was installed to keep the heavy, long barrel horizontal during the test. The leading edge of the chronograph was placed two inches beyond the end of the barrel and moved each time the barrel length was shortened so as to keep the chronograph a constant distance from the end of the barrel. A 20 pound CO2 tank with a 140 p.s.i. regulator was used to power the cannon and it was triggered by a Clippard MAV-2 poppet valve. Clippard 1/16" i.d. flexible tubing was used to connect the components.

14 shots were fired at each measured barrel length, starting with the 24 inch dimension. If a spurt occurred the sequence was repeated. After a successful 14 shot sequence all data was recorded and the barrel was shortened to the next appropriate length with a Dremel cutoff wheel. The new barrel end was deburred and the chronograph was moved to maintain the constant two inch distance from the barrel end.

Results of the test have been plotted on the accompanying graph with variables being barrel length in inches versus bb velocity in feet per second. No conclusions have been drawn, especially about von Fluegel's underwear.





**Fluegel's Article.**

By Jim Pate

It was a dark and rainy day when the two sinister men in Nazi trench coats appeared at my door. Who are you and what do you want I asked? It was then that my worst fears came true. They simply said "Fluegel sent us, we want a Article and we want it now!" They had finally found me, I knew there would be no escape. I thought about pleading with them, saying how I had more important thing to do, like writing articles for the Allied newsletter and Brians" Texas Task Force". But I knew it would do no good, they were sent by Fluegel after all. I than thought about shooting them and burying them in the "mulch pile". But the one had his hand under his coat, I knew they were ready for something like that. Besides even if I was faster, they had found me. Fluegel would only send more. Besides a mulch pile can only handle so much added to it in a year or it might not "cure" properly. (House and garden sep. 92 page 53) So I said, Ok wait right here I'll be done in a while. The rest is history.

**20 QUESTION.**

To and by Danny Schultz.

## 1. What is a "old-time" ?

I would say it's either a person who is old and has battled a couple years or a person who has battled many years.

## 2. What is a "rookie" ?

It is a person who is battling their first year whether their first battle was in October or April it's until that first 12 months expires.

## 3. What is a boat battle ?

It's when two or more ships shoot BB's at each other.

## 4. What is a good segment of battle footage?

It's four or five Axis ships sinking.

## 5. What makes a good NATS ?

The Allies winning the event by 2to1 margin.

## 6. What is Fluegel's first name?

Ron T. Ask him what his first name was when he met him for the first time. Fluegel's response: Admirall

## 7. What do you like about the hobby?

lots.

## 8. Please explain them?

Shooting Axis ships, watching axis ships sink, Working on American battleships to name the top three.

## 9. What do you not like about the hobby?

Not being able to shoot my favorite Axis in red/green fleets.

## 10. Why red/green and not blue /red?

I like green better.

## 11. Who is your favorite Axis?

That depends on who shows up.

## 12. Name several?

Tri-pack. Unless Fluegel shows up.

## 13. Is Fluegel special?

Sure, he's the old-timer you want to sink.

## 14. Why's that?

He is the most senior member. You always want to sink the most senior. It's a person victory.

## 15. You have driven a MARYLAND class battleship almost your whole tour, do you regret it?

The MARYLAND is a good ship, it's wide so you have lots of space to work with. It might be a little slow and have a

**Rookies and Ponds****How to get more of each.**

by Peter Demetri

I have just concluded an unsuccessful attempt to get permission from the Hunter Army Airfield powers that be, to use one of the ponds on base. There are several problems, mostly legal and issues with the Aviation Safety Officer. Being in avionics, I understand the concern, but not after I hear the specifications on the transmitters. Oh well, try, try again. I am still in pursuit of a pond here in Savannah. My next effort will be to display a flier in the local hobby shop. I will not only ask for pond suggestions, but also for anyone interested in our hobby to give me a call. I can't believe that I'm the only one in Savannah crazy enough to get into this hobby!

If anyone has any ideas on how to get a pond (I've already talked to you Steve) let me know. Or if you know how to get the Army to see things my way, oh, on second thought, scratch that, I spent four years trying to do that already!

See you on the water,

Kapt. Peter K. Demetri, DKM Lutzow (Zebra)



lot of freeboard. But it can take a lot of hits without sinking.

16. But after so many below the water-line hits, you will for sure sink?

My pumping system I design and built myself. It will hold the MARYLAND out of Davie Jones locker for a good time.

## 17. How long have you been the hobby?

I started my first Battleship in the fall of 1984, Didn't get it in the water until September of '85.

## 18. What ship was that?

The USS COLORADO BB45.

## 19. What about the IOWA?

I hock it.

## 20. Why did you do that?

I'm married with a infant son, IOWA's cost a lot time and money to operate, and right now they get all that.

## 21. Do you like them more than boats?

I thought you said this was 20 question?

"I did but what's one more."

Over the limit.

*Danny*

Danny Schultz  
Captain USS MARYLAND  
N. E. Allied Admiral

**BATTLE .....BATTLE.....BATTLE**

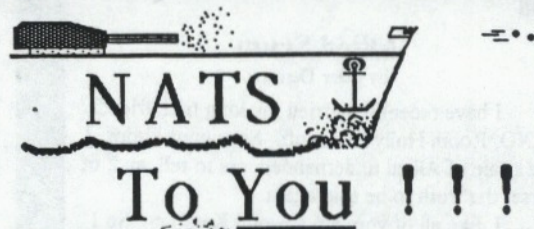
The first battle of the Texas Triple Crown will be held in Fredericksburg this coming April 27 and 28th. This will be a non sanctioned battle. Some motels are the Dietzel Motel (210)997-3330, Frontier Inn (210) 997-4389 and the Country Inn (210) 997-2185 call Jim Pate for any details (210) 669-2441 There is no entry fee.



## WHAT SHIP SHOULD A ROOKIE BUILD

by Jim Pate

Well here I sit wondering what article to write. Should it be about guns, rudders, pumps, how to build superstructures? Wait a minute. The first thing a person has to do is decide what ship to build. And the first time he has to think about that is when he is a rookie! Well lets see, most people getting in the hobby start with a Cruiser. This has been the traditional advice for many years by a large number of veteran battlers. The reason for that choice has a number of good points for their case. The cost of a cruiser is usually less than the capital ships. They have more room than a smaller ship such as destroyers. They are simpler to build than the bigger ships. But are they really the best choice? In my opinion they are not. (Veteran captains gasp at this point) Why you ask? Well I tend to think longer term than just getting a ship in the water that first year. After all, you plan on doing this for a long time to come right? This is where a Cruisers biggest failing is. The first thing people find in this hobby after those first battles comes as a big shock. Where its at is sidemounts. The biggest firefights, those glorious slug fests, that mass carnage, all have one thing in common. SIDEMOUNTS! And when you learn that, than you want them to. But wait you built that darn Cruiser and you can't have them. NUTS! Now you start on that second ship with those nasty sidemounts. And thats the big problem. Building two ships costs more than building one. So now what do you do? Build a BATTECRUISER. For one they are lot more forgiving than Cruisers when it comes to wieght. Wieght is the predator that stalks us all. ( actually I herd a line close to that in a Star Trek movie but it works here to) They have only one more unit to build compared to a Cruiser and they are not that much more complex. You can pick one that is just as fast as a Cruiser so that you can get out of trouble (most of the time) You can use a bigger battery, which in this hobby can mean life or death. With a bigger battery you can use a better pump. But the best thing I see in them is that they can evolve. As you gain experience they can become a better ship with out running into that limitation Cruisers have. No sidemounts. They can be improved for years to come. I had this experience with my first rookie ship. And it was a big six unit battleship! I battled that ship for five years. It wasn't real good at first. But by her third year she won most feared. Its real satisfying watching the same ship get better year to year. I must have refit the Indiana countless time. In the end it wasn't even the same ship inside. Thinking back now, if I had a Cruiser that first year, it would have felt like I wasted a year. Sure I got into more trouble that first year (good grief my first battle thanks to Jeff Lide) but it was worth it. So which one to build you ask. Well thats the good part. There are a lot of them and most can be good. They basically break down into two groups. The ones with 24 sec. speed and the 26 sec. speed. The choice is yours. I kinda think a 24 sec is the best choice, but the 26 sec. normally can turn better. Get the ship list and take look. Pick one that is not to long. Under about 729 is a good cut off point. I pick that 729 because that is the length of Japans Kongos. The only problem is if you like the U.S Navy. They got nothing. That Alaska would be a dog. But there is ample choice for Axis or Allied. So before you start that Cruiser you where getting ready to biuld. Just ask yourself this, How long do I want to use it.



By  
Jim Pate

Well April is here and the first spring battles are about to begin. That also means that Nats is that much closer. The verdict on the motel is in finaly. It will be the brand new SLEEP INN. It is even closer than the other one we stayed at in the past there in Houston. It will be nice to have a brand new one for a change. The Phone number is (713) 442-7770. They also have a fax number (713) 590-8969. Be sure to tell them that you are with the R/C warship combat club and that you want a first floor room. They will need to know this for you to get the rate we negotiated with them. It is \$39 a night for our club. For Sunday thur friday that comes to \$269.10 including tax. I should be getting there on saturday some time. The rooms should be blocked for us so that we are close together on the first floor. They have double queen size beds in the rooms so it will enable you to split the cost with someone else. With the motel info in, I will be sending out the Nats packets soon to those who have sent thier entry in. These will include maps for the area we will be in, lunch menu at the lake, battle schedules, and such Well, I think that about covers it for now. Rember, be narrow band, on CO2, and have your club and Namba membership with you.

## 1996 NATIONALS REISTRATION

Captains Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

#1 Warship Class: \_\_\_\_\_ Channel: \_\_\_\_\_ Freq: \_\_\_\_\_  
Name: \_\_\_\_\_

#2 Warship Class: \_\_\_\_\_ Channel: \_\_\_\_\_ Freq: \_\_\_\_\_  
Name: \_\_\_\_\_

#1 Convoy ship : \_\_\_\_\_ Channel: \_\_\_\_\_ Freq: \_\_\_\_\_  
Name: \_\_\_\_\_

2# Convoy ship: \_\_\_\_\_ Channel: \_\_\_\_\_ Freq: \_\_\_\_\_  
Name: \_\_\_\_\_

#1 Warship Class: \_\_\_\_\_ Channel: \_\_\_\_\_ Freq: \_\_\_\_\_  
Name: \_\_\_\_\_

Need CO2 Yes \_\_\_\_\_ No \_\_\_\_\_ (check one)  
CO2 Fee \$10 for Heavy Cruiser or smaller  
CO2 Fee \$15 for Battle Cruiser or bigger

Registration Fee  
\$115 (Before May 31st)  
\$15 Late fee added after May 31st

Entry Fee \_\_\_\_\_  
CO2 Fee \_\_\_\_\_  
Total Sent \_\_\_\_\_

Jim Pate phone (210) 669-2441  
E-mail (jim pate@ktc.com)

send to: Jim Pate  
Hc 64 Box 21  
Fredericksburg TX. 78624

D.W. Fluegel, Inclosed is \$9 to only  
subscribe to Hull Busters. (name)

My address is \_\_\_\_\_

I have inclosed \$ \_\_\_\_\_ for the  
oldest past issues available \_\_\_\_\_  
(the 80s) or the most recent past  
issues available \_\_\_\_\_ (the 90s).  
(disk bismark, file hullbust.wps)



## Allied Scum

by Peter Demetri

I have recently married my long time friend and XO, Robin Holly Marazoff. Save your kudos, I have a tale of Allied underhandedness to tell, and, of course, the truth to be told again.

I, like all of you, am a proud Kapitain. So I told the caterer, that I wanted a square groom's cake with a model of my ship on top. After convincing her that I was indeed sane, and paying her, she agreed. The tales of the day and evening are numerous so I'll cut to the chase. During a dance, I happened to glance towards my cake. To my shock and horror, someone had stuck my model, bow first, into the cake. It was reported to me that the phrase was heard, "Well, that's how his ship looks most of the time anyway." coming from a twisted little figure, slinking out of the reception hall. Surrounded by friends and family, I **KNEW** that this had to be the work of some Allied sabetour! Not even my wedding day was sacred to these "animal food trough waterers" (said with a French accent). And to set the record straight (once again) my ship has spent considerably more time above the waves than beneath them. My ship has been in dry-dock since Thanksgiving and I do not have a leaky roof on my boat shed. My property is also well above sea level.

I hope that the perpetrator will be brought before a fair and just Axis jury for a swift trial and execution. Photos of the atrocity will be forth coming.

Yours, etc., etc., etc.,

Kapt. Peter K. Demetri, DKM Lutzow (Zebra)

## UNTITLED. BY M.W.D.

Dressed in his traditional white naval uniform, Admiral Nelson viewed the horizon for enemy French ships from the bridge of his flag ship, HMS Victory. Upon sighting a pair of French warships on patrol he ordered the battle flag raised then called out, Cabin boy! Bring my red jacket! The admiral put on the red jacket, then engaged and defeated the two French warships.

Days later the admiral sighted a squadron of ten French warships on the horizon. He again ordered the battle-flag raised and called out "Cabin boy! Bring my red jacket and my black head band!" The admiral put on the red jacket and the black head band and defeated the ten French warships using brilliant and unorthodox tactics. When the cabin boy was called to return the items to the admiral's wardrobe the boy dared to speak.

The boy said, Sir, begging the admirals pardon, may I ask a question? The admiral looked down upon the lad and said, "Go ahead and speak boy." The youth replied, "Sir when we engage the enemy you always put on your red jacket and sometimes your black head band. DO these items bring you luck or is this a long-honored naval tradition?" The admiral scoffed and responded, "Son, luck and tradition have nothing to do with it. The red jacket is so if I am wounded my men will not see my blood and be fearful that their leader has fallen. The black head band is so my men will not see sweat on my brow and think that their leader is afraid of the enemy. Now get on with your duties and trouble me no more," With this rebuff the lad scurried off to the admiral's wardrobe with the red jacket and black head band.

Several days later the admiral sighted the entire French war fleet, some 100 ships in all. After a brief hesitation the admiral ordered the battle-flag raised then called out, "Cabin boy! Bring my red jacket, my black head band, and my brown trousers!"

By Phil S.

M.W.D.

HULL BUSTERS VERY LIMITED  
3524 GRAY DRIVE  
MESQUITE, TX 75150

## CALANDER

(disk Bismark, file calander)

1996 1996 1996

March 23-24? Unsanctioned, Houston Tx

Call Brian, 713-537-1435

✓ AXIES VICTORY.

April 20-21 Sanctioned, Columbus N.C.

Call Rick, 704 863-2169

AXIES VICTORY.

April 27-28 Unsanctioned, Fredricksburg TX

Call Jim, 210-669-2441

AXIES VICTORY

May 4-5 Sanctioned! Missouri

See "MO Notes:" p1131 HB.

AXIES VICTORY.

June 1-2 Sanctioned? Abilene TX

Call 915-673-5130.

AXIES VICTORY.

July 15-19 Nationals, Houston TX

Call Pate, 210 669-2441

Hc 64 Box 21

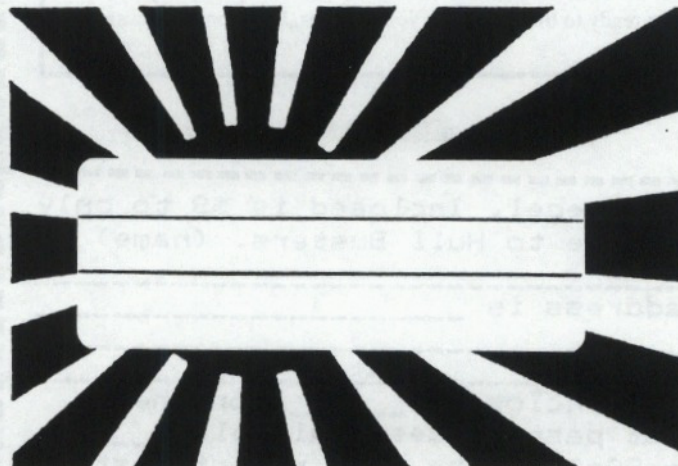
Fredericksburg TX 78624

AXIES VICTORY.

Sept. 7-8 Sanctioned! Missouri.

See "MO Notes: p1131 HB

AXIES VICTORY.



*The ensign of the Imperial Japanese Navy*