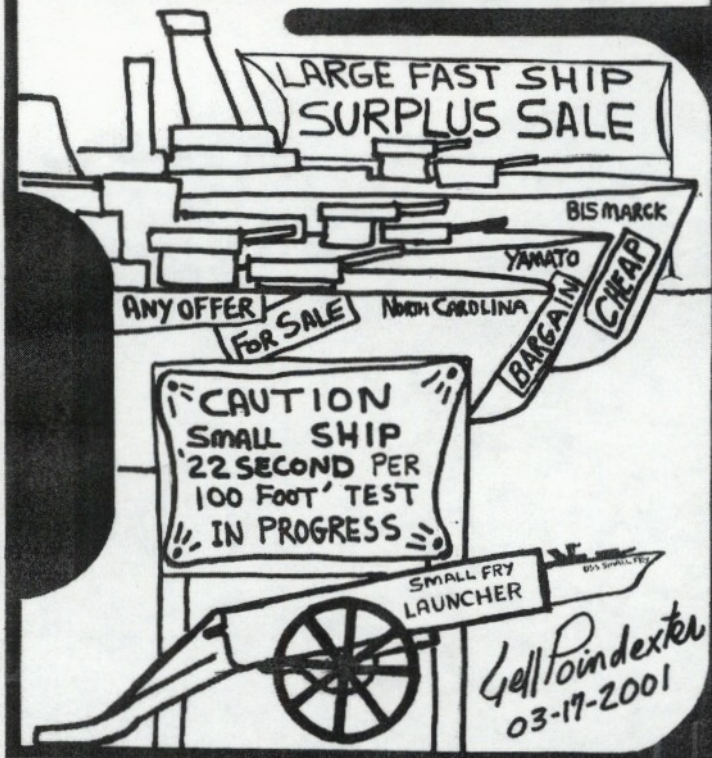


HULL BUSTERS APRIL 2001



Getting Away from Crowded Radio Channels

By: Kevin Hovis

At the present time, I'm listening to Fluegel talk me a tape. He was saying the April Hullbusters is the hardest to get articles for. He suggested an article about getting a HAM license. So here we go into how to get the license.

First off, what it required to operate an R/C radio in the 50 MHz (6 meter) band? You need at least a Technician Class Federal Communication Commission license. In order to get that license, you have to pass a 35 question multiple choice written test administered by either a FCC examiner or Volunteer Examiners (VEC) - non Fed hams. The VEC's are all members of the American Radio Relay League (ARRL) who coordinates the VEC's and tests around the country. Since it's

more difficult to get to FCC offices, you'll probably find VEC's giving tests near you. Also, you DO NOT have to know Morse code to pass the Tech test, which is good. The test questions basically deal with FCC regulations, Electrical Theory, and proper Radio procedure. All that is covered in some excellent study resources.

I first e-mailed Bryan Finster about how he went about getting a license. Bryan suggested going to Radio Shack and get the book "Now You're Talking" from the American Radio Relay League. I also looked at the web page of the employee ham radio club at work and found that one of the guys in my department was into ham radio. I talked to him personally about this. He turned me onto a web page that has practice tests made at random from the current test question pool from the Federal Communication Commission. That web page is: www.qrz.com. Look towards the bottom left hand side for the practice tests. My friend at work also loaned me the "Now You're Talking" book to study. The book is excellent for explaining the theories found in the questions and definitely will help your study. The first time I took the on line test, I scored 70%. I took the tests many times over the next few weeks and scored more than 80% each time afterwards, with a few 100%'s in there too.

When you feel ready, now is the time to find a VEC giving a test. I checked out the ARRL's web page at www.remote.arrl.org for a list of local tests. The nearest test was in Poplar Bluff, MO on March 3 and the cost (a nationwide standard) is \$10. I traveled to the test site and was surprised that the local Ham club was having their regular meeting with food and drinks! After the nice dinner, the testing came. I finished within 20 minutes. I didn't finish first, but did get done rather quickly after the first one. There was some concern though, the

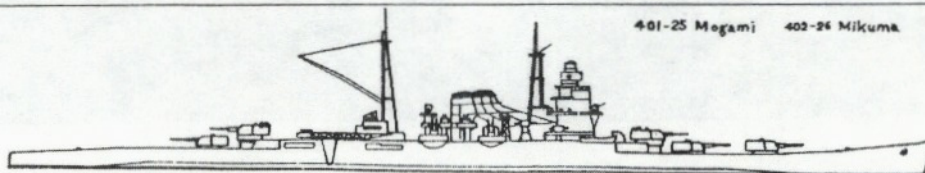
VEC had gotten the wrong test answer overlay to check the tests. This was quickly fixed and I had passed with a score of 33 out of 35. One more thing, the VEC's will need a copy of a picture ID to send into the Feds with your test score. The FCC rules say you can't use the privileges of your license until your name shows on the FCC database. Check qrz.com and look at new hams for your name. Mine showed up the Friday following the test and I finally received the paper license about two weeks later. One last item deals with our combat club requirements. In order to use a ham radio, the clubs secretaries need a copy of the license then the frequency czar will issue you a channel. I have done that for the MWC and will now reside on Ch 08 for MWC battles!

James K. Hovis
(KC0JYW)
2295 Highway J
Fredericktown, MO 63645

INTRODUCTION.

Welcome aboard the lost liners DKM Hull Busters. In 20 years this is the latest issue ever! Four have been mailed on the last day of the month, and two after their "Posted Logo Month". Well, authors are scarce and treasured, and we just had to wait for the articles. Still,

they do come and I remain excited to receive them. The Springfield regional is about to erupt, and the water temperatures are rising. The outlook for war is high, and so is the outlook for fun. For now, remain calm and dry, and enjoy "the authors of Hull Busters".



The 1st Tempest At Trotwood, MWC region 3 battle,

By Rick

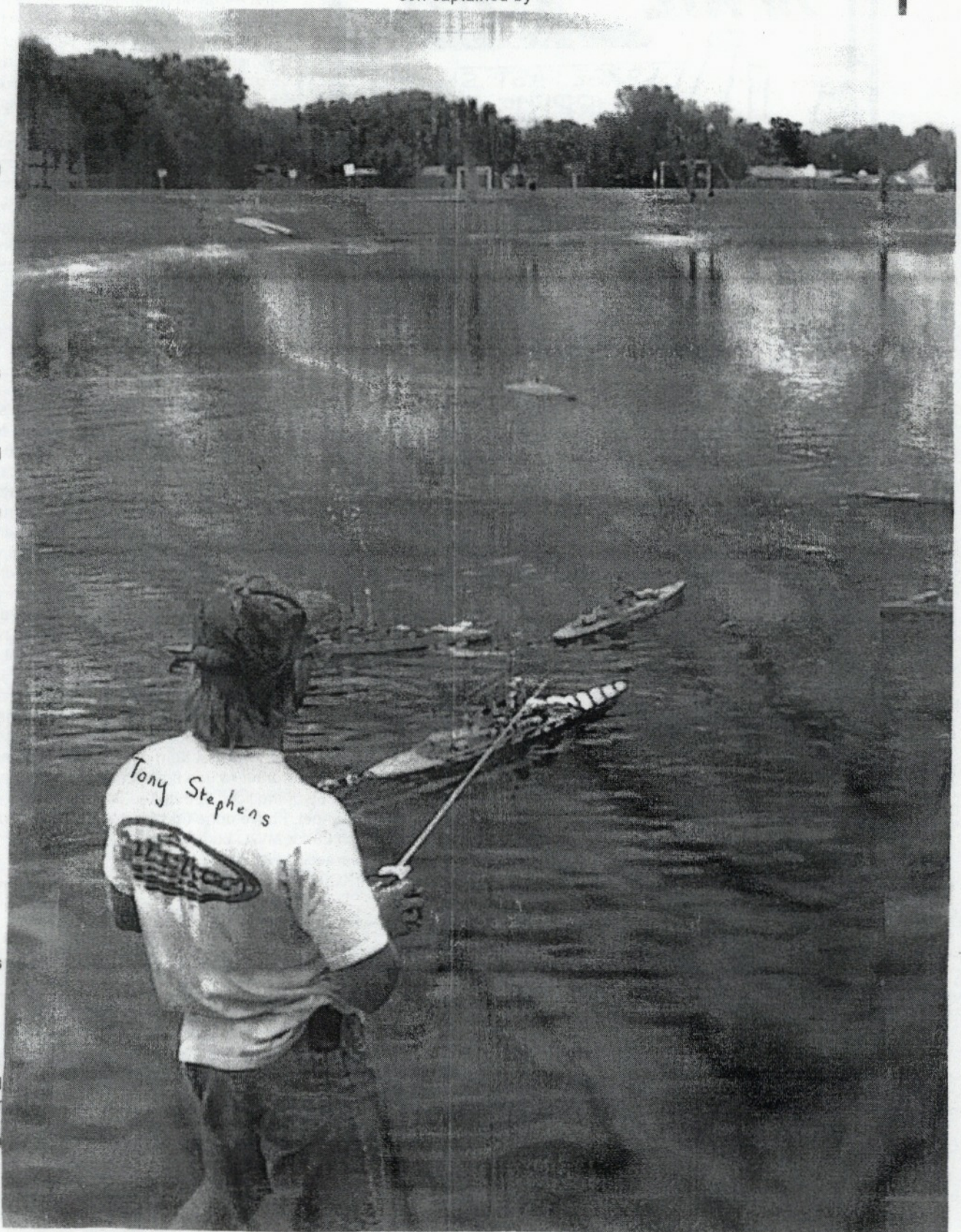
Seventeen ships launched for the 1st Tempest At Trotwood, MWC region 3 battle, Winter Springs, Fl. Weather

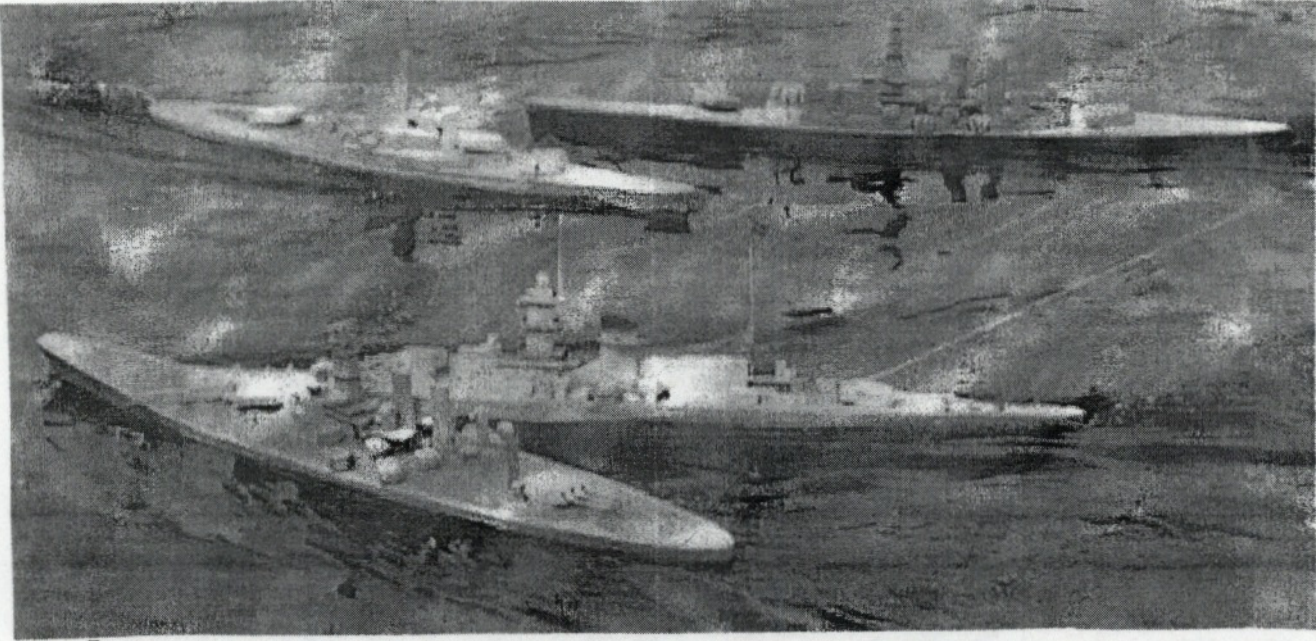
was fair, water cool(70's). Anticipation for the carnage to come was as thick as some of the Spanish Moss hanging from the trees.

A large crowd, estimated at over 100 gathered to witness this free spectacle. Reporters were on hand to inform the masses of what they had missed, and a good show they did miss! WAR! was declared by CD Don Cole and the mighty Allied fleet led by 2 NC's(Allen O., Robert R.) and 2 So Dak's(Don C., Joel G.) sprang to attack, immediately going for the new Axis ships and rookie captains. The veteran Axis captains(Charley S.-VDT, Louis M.-VV, Frank F.-Bismarck, Rick K.-Scharnhorst) saw the allied intentions and roared to their

defense at flank speed!

Alas! Bill B.'s new Caio Duillio went down due to damage control problems but was quickly recovered by her rookie captain making his first retrieval dive. The mostly rookie Axis fleet got sweet revenge however seeing the Chester of rookie Brian Koehler and the triple stern gun Macon captured by





an
"under
the weather"
Bart P. soon
slip beneath
the surface of
Trotwood
Lake. The
spectators
lusted for
more blood
but the re-
maining cap-
tains and
damage con-
trol parties
kept the bal-
ance of the
fleets afloat.
The axis score
was 8565
damage
points, 1 BB

sink and 200 ram penalty points as reported by Admiral Stephens.

The Allied score was not turned due to the sudden departure of the Macon and Admiral Purvis. We wished him well and better health for our next meeting in Perry. Since, I was host and am writing the article, I declare a narrow Axis victory on Saturday!

Sunday dawned cold and overcast, with heavy rain in the forecast. The spectators had dwindled to a handful and some combatants were not able to launch. So, it was decided to go flag-no flag for 3 sorties, no patching. The action was again fierce under threatening skies. With damage mounting the VDT(Jeff.L.), Graf Spee(Daniel C.), Viribus Unitus(D.Lawrence), Invincible(Austin K.), Bismarck(Frank F.) and last but certainly not least Gneisenau(James D.) succumbed. Best Sink(unseaworthy) has to go to James D.'s Gneisenau. As reported by a combatant" you have not lived until you've seen a 15 sec Gneisenau with bow out of the water and the entire stern submerged going full throttle, turn and roll under in a flash!" . She was not quite ready for her maiden voyage!

Many thanks to all who attended, especially Robert Rucker and Dave Lawrence, who traveled so far and were a tremendous help with crowd and safety control.

Left to right: James Dusek, Bill Byrnes, Frank Falango, Dave Lawrence, Tony Stephens, Austin Keels, Don Cole, Robert Rucker, Alan Oster.



Battle season Greetings from Battlers Connection

Contact us for your warship needs (941) 574-3208 (answering machine) or visit our growing web site at: **Error! Bookmark not defined.**

Check out some our newest items

Micro pump: The best in small pump technology perfect for destroyers and small cruisers

SMS Scharnhorst: The latest hull addition, its 2.5 unit 26-sec . dreadnought armored cruiser *Very Nice!*

Hulls in Production

SMS Konig German Dreadnought Battleship (Almost Complete)

"K" Class German Light Cruiser

USS Maryland American Battleship

MWC Nats

fluegel

I have heard some complaining about the limited resources available at this years Nats. No tent, no electricity, no tables, no chairs, no..... It gave me pause to remember that all those things were optional in the early years. We did have a common work shop, were everybody worked on their ships at nights, we would leave our ships & all our tools there and go to the motel only for sleep. In the morning we would return and pack up to go to the lake. Do we still have that trust level in each other? Well, with the money saved on registration, I bought some shade, and all the other stuff can easily be worked around. The real ouch is the possible loss of camaraderie we will loose, stuck in our patches of shade. The big tent is kind of like the old work shop we had in the past, **it's a place to be together, an opportunity to bond.**

Let's make every effort to mix with each other, and not have some Axios area and some Allied (scum) area. "Won't you be my neighbor"!

James E in the shade of "Ezup" brand "Express" model shade. This style is fast to set up, and looks like a "best of shade" winner. The cost is \$99 at Walmart, kind of steep?.

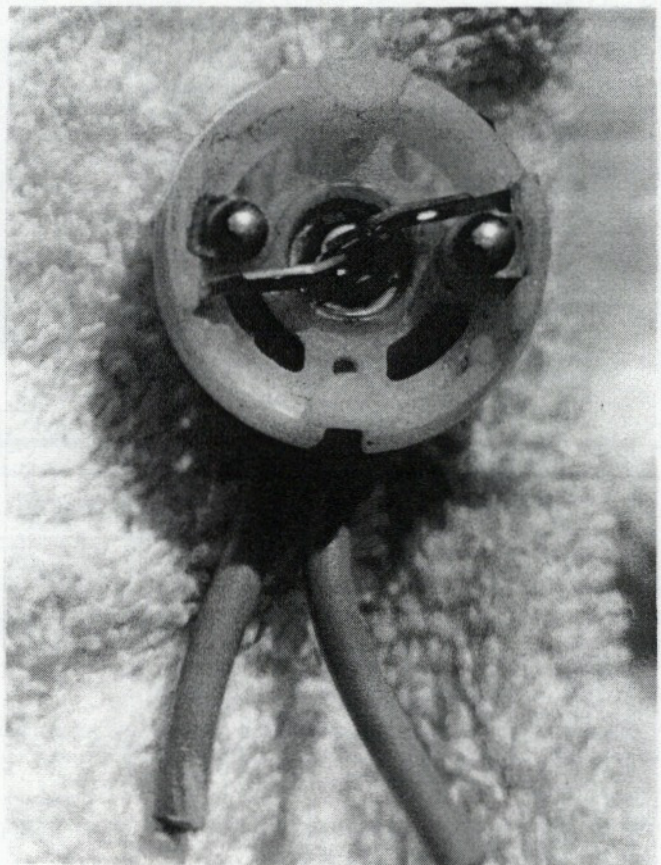


Bench Testing. It's not just a good idea, it's the law.

Fenster

Last year, I was introduced to new and exciting pump motor. Traxxas makes a starting unit for their gas cars that uses a torquey little motor that is about the same size as the motors that Radio Shack sells. Size can be deceptive though. This motor is powerful, very powerful. I'd seen it used with good results in a destroyer for the pump motor and decided that I'd try it out on my cruiser to help lower the CG and weight. I mounted this little wonder motor on a pump body with a 3 vane 1.128" impeller. It was a work of art. Very small indeed. It also ran with a satisfying whine. With three working evenings before the first battle of the year, I decided to satisfy my curiosity as to pumping power. I poured a large glass of water into my ship and fired up the pump. It was amazing. It seemed to pump a stream at least as long as the stream I was getting from a 550 size motor in my Pearce pump. Intrigued, I filled a gallon water jug and prepared to test GPM. I refilled the ship, started the timer, fired off the pump and kept feeding it water. Shortly, smoke began to pour from the motor which then quickly died. After a murmured curse, I took the pump out of the ship and noticed a piece of metal lying in the pump mount. A chill ran up my spine. Taking the pump to the bench, I began the post-mortem on the pump. The stress on the pump was so great that one of the brush arms had sheared in half. The piece of metal I'd found was one half of the brush arm. The brushes showed extreme arcing damage. Had I waited to do this testing during combat, I'd be promised a swim in the pond. It was a shame to trash a \$12.00

motor with such promise, but at least it was done on the bench. Now, what can I break next...

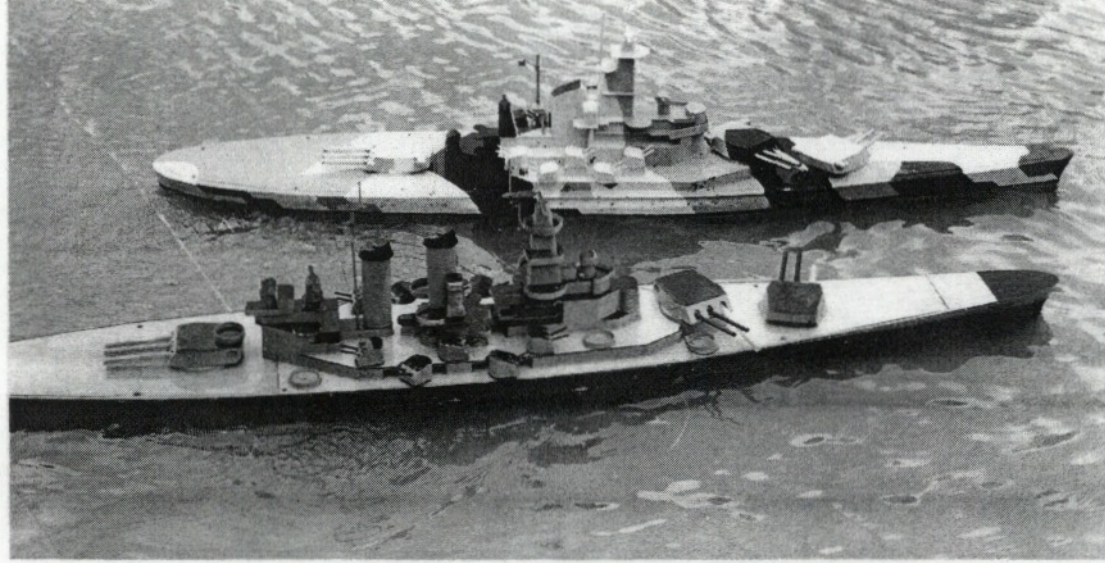


First Stone of the Texas Triple Crown

fluegel 4-14-2001,

It was raining and we waited in my van for the stragglers to arrive. It was to be Axios Vs Allied! This could get interesting. The best battler in

The beautiful South Dakota of Brogden, and the powerful N.Carolina of Pierce; the Allies.



the hobby, Chris Pierce (N. Carolina 6 units) with Ted Brogden, (South Dakota 6 units) were powerful opponents. The smartest man I know (Bryan Finster) with his Jap cruiser (3 units), Steve Reichenbach (1 1/2 units), Jeff Lide (4 1/2 units) and my Baden (5 1/2 units) comprised the Axios. Allies 12 units, Axios 14 units. The Allies were more confident than the Axios. The Axios were more handsome. Our (Axios) strategy was to fight in pairs. My powerful, but slow ship would be the decoy (and a danger) that would provide a distraction for the German destroyer. It would zip in and fire at ships occupied by my

Baden. The Two fast (23 sec) Jap ships were also paired.

FIRST SORTIE

The German destroyer had listing problems and called "two minutes". The powerful American Battleships seemed oblivious to the misfortunes of such a tiny ship, and let him set out his "two minutes". The Bee Bee exchange was significant.

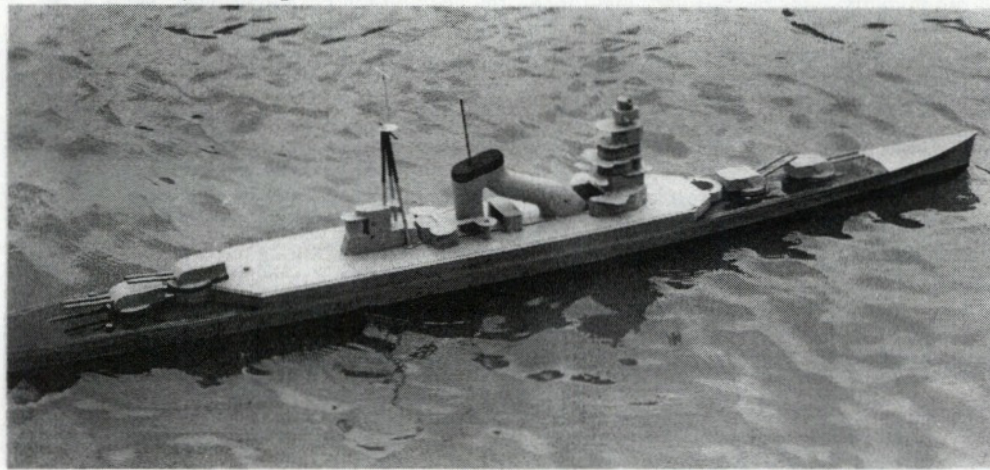
THE SECOND SORTIE.

The Axios felt that they had started by losing the first sortie, so a more specific strategy was in order; concentrate our fire on the South Dakota. Perhaps we could sink one of the behemoth American ships! Moral was dashed as our German Destroyer sank post haste with one hit (and a poor deck seal.)! Soon, Bryan's cruiser lost receiver battery and stated it's "five minutes out of control". He was stuck in forward and hard to port. Could things get worse? Perhaps we could attack the attackers?!? The hardy cruiser survived it's five minutes of being the easy target, and soon Jeff and I called a joint "five minutes" and hid (?) in a rather small pond while the scavenging allies tried to seal their victory. Allied moral was high, Axios was not.

Captain	Ship	Above	on	below	sink	total damage
Pierce	N.Carolina	45	14	23		1950
Brogden	S. Dakota	54	14	31		2440
ALLIED TOTAL DAMAGE 4490						
Jeff Lide	Kashima	55	0	4		750
Fluegel	Baden	28	13	16		1405
Finster	Mogoie	40	5	13		1175
Richenback	German Z boat	0	0	1	400	450
AXIES TOTAL DAMAGE 3780						

The Axios had a significant advantage! Wow, we're winning!!! It was decided that a new tradition at the Texas Triple Crowns should begin, the losers pick were we eat. But eating was for later, no lunch, patch and attack!

B. Finster's stealthy new Mogoie



THIRD SORTIE

Same Axis strategy as first sortie, work as teams, and be in the second sortie. Jeff Lide was about to experience the best 5 seconds of his week. The radio switch on Chris's ship went to the off position, at Jeff's feet (also the worst seconds of Pierce's week). Jeff's ship was full of ammo and he quickly called up his death dance. His "Hay Maker" began pouring in the water splashing mortal blows (I will write a article on this gun for the



1690 next HB). Chris quickly called "declared sink"! Our 600 point advantage quickly became a 2600 point advantage and it was 4 axis ships against a very interested Ted BrogInnTroubleDeepden. Pierce asked if he could turn on his radio and reenter the battle. Yes! We wanted them at their excellent best. The Axes declared five minutes and I was left to survive with a slow ship in a small pond against two big and fast and capable and angry looking Allies. My new balsa (Lone Star, Buy Swopworks for the best) was failing under the withering Allied fire, large holes marred the once beautiful and proud ship. I didn't think she would sink, still it was nice to have my five minute timer sound the end of the sortie.

FORTHE AND FINAL SORTIE

The Allies were thinking we would eat steak that night, I told the guys we had it won if we played smart. Finster's spectating friends stayed anticipating the sinking of my Baden. I did not bother reloading. "War is declared" and "Fluegel on Five" were declared at the same moment. The Axes navy had orders to defensively attack the famished bullies, providing me with some "setting and pumping" time. They did but I didn't get much peace as the Allies sinking of the Axes Admiral would at least have provided them with a bit of good propaganda jewelry. I survived their evil plans and we ate at the "Saltgrass" steak house that night.

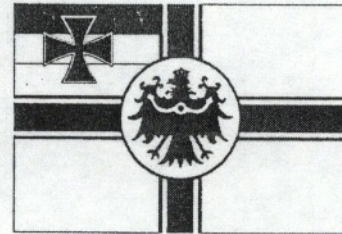
Captain	Ship	Above	on	below	sink	total damage	Daily Damage
Pierce	N.Carolina	47	9	25	2000	3945	
Brogden	S. Dakota	39	7	17		1415	
ALLIED TOTAL(second sortie) DAMAGE 5360							

Jeff Lide	Kashima 47	1	5		745		
Fluegel	Baden	70	5	11		1375	
Finster	Mogami	3	5	2		255	
Richenback	German Z boat	0	2	3		200	

Axes total (sortie two) damage 2575

Conclusion: Allied damage 9850 Damage to Axes 6355, a 39% victory.

Texas is safely in Axis hands and looking forward to the second stone which will be held in Tulsa Oklahoma in two short weeks.



From left to right
 Brogden
 Fiechenback
 Finster
 Fluegel
 Official "Texas Naval
 Brigade" Flag.
 Pierce
 Lide



MWC INSURANCE - IS IT REAL???

by: Steve Reichenbach

Over the past several months I've been feeling a little anti-club sentiment. No, not anti-MWC. No, not anti-IRCWCC. Just, anti any club that charges me dues to do something that can be just as much fun under a local shade tree with some local friends. This thinking led me down the path of "why do I need to belong to a club"?

Well, I've found part of the answer to my question. So, if you've been asking yourself the "why join a club" question, let me propose one possible answer: insurance.

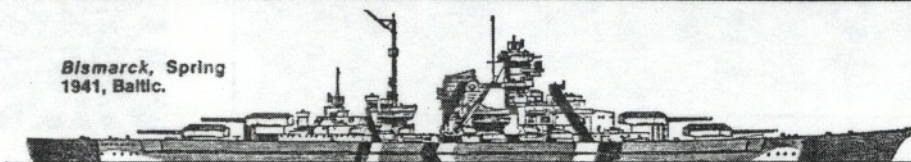
I've been a member of NAMBA, without ever attending a single NAMBA race. Why join a club? Well, I joined NAMBA so that I could use their insurance (a requirement the first year of MWC's history). So I figure that some folks might be interested in joining MWC if their insurance was half-decent.

The reason people buy insurance is so that a catastrophic event doesn't ruin the

rest of their life. For example, if I have a car wreck, my auto insurance will pay all the hospital bills and the car repair bills. More important, the lawyers will chase the insurance money, instead of going after any money I have or might earn in the future.

Suprisingly, a lot of people go through life without any personal insurance. This is especially true of renters. They protect their cars, but they don't cover any accidents that could occur when they are at home or at play.

Bismarck, Spring 1941, Baltic.



MWC insurance is designed to protect you against any accident that could happen during model warship combat. For just \$5 per month, you get the club-newsletter, access to email lists, access to the member's internet site, and insurance (the bulk of the fee). So what is this insurance? Is it for real?

Yes, the MWC insurance is real. The policy is actually a secondary policy. That means that this protection only kicks in after your home owners, renters, or other personal insurance pays. It is a \$2 million policy, protecting the entire club (including site owners). The MWC's insurance agency is JA Price (www.japrice.com).

While digging around, trying to come up with the details, I've prompted the MWC board to consider a policy regarding insurance. Here are some changes that may be coming soon:

1) Summary of benefits will be provided, so each member can be informed

of the protection offered by the insurance, and make better decisions regarding their personal insurance coverage in light of what the club insurance actually is.

2) Copy of the insurance policy will be provided, to MWC members who pay for cost of the copy and postage. This will enable your insurance agent to get involved in your personal coverage decisions.

3) Claims process will be explained. The reason to have insurance is so you can use it if you have to. Of course, nobody wants an accident, but if it happens, the club members should be better equipped to handle the claims process.

Finally, let me say that this has been an exciting and rewarding story. When I started probing for the ins and outs to prove MWC insurance is for real, I ran into some initial resistance. I only knew 2 people who had seen the policy, or knew how to file a claim. As a result of

this HULLBUSTERS exclusive investigation, the MWC board has started down the road of providing more insurance information to the membership.

I'm a charter member of MWC, but honestly didn't know how I would come down on this issue. I checked out the NAMBA insurance, which ended with NAMBA saying they had special waivers of their rules for warship combat, but were never able to produce any evidence of the waiver. In other words, unless you abide by the NAMBA rules, you are voiding your NAMBA insurance.

I think it's great that MWC went out and found an insurance company that would write a policy specifically for our hobby. Who knows, maybe folks will join MWC someday like we joined NAMBA... not to come to their Nationals, but for the insurance! In any case, the insurance is for real. Maybe for the next issue I'll investigate how the clubs select their NATS sites...

MWC NATS 2001

The third annual Model Warship Combat (MWC) NATS is 15-20 July 2001. The battle lake location is about 15 miles south of Warrensburg near the rural town of Leeton. Our hotel will be the University Inn located in Warrensburg at the junction of state highways 50 and 13. Their telephone number is 1-877-99MULES (toll free), 660-747-5125 (commercial) and the Fax number is 660-747-9596. I have reserved 20 double rooms on the ground floor for MWC Boat Club under my name (Rick Whitsell). Call the University Inn as soon as possible to convert one to your room. The double room cost is \$60/night which includes a full breakfast and one drink per night at the hotel bar. I've been told the hotel food is pretty good too. Our Friday Banquet will also be in the hotel as well as a room for the Board of Directors meeting on Wednesday. The hotel also has an outdoor pool. Parking at the hotel is directly in front of the rooms entrances. Warrensburg is a medium size college town with lots of food places, Walmart, hardware store within site of the hotel. Drive time to the battle lake is about 20 minutes and pretty simple to find and we'll mark the driveway entrance for the event.

This year we've tried to keep the costs down to minimum level. As a result, several nice to have and hard to get items in a rural area will not be available. The most noticeable will be a tent and tables. Tent rental of the size needed for NATS was not available. However, the savings in NATS fees will easily fund a personnel shade tent for those without one and most people have their field table. Since the lake is privately owned and controlled, you can leave your tent in place over night unless weather becomes a concern. The lake does not have shade trees so bringing your own or arranging with some to share theirs is highly recommended. Make those type of arrangements before you get to NATS. We do not plan to "cater" meals lake side as an included cost. However, we'll

arrange for a sign up sheet for those wishing to pre-order from a local food vendor for those wishing participate. Leeton (2 miles) has two cafes that have good and cheap food but lacks much in décor. Leeton also has a Casey's gas/quickie mart type station.

Parking and unloading at the lake is easy. Cars can drive nearly to the edge of the lake on the complete south side. Pits will be located within 20 feet of the water. The lake did not have any moss. The pits and much of the area surrounding the lake will be mowed. Some pictures of the site are located now on my website www.kc.rr.com/centag <<http://www.kc.rr.com/centag>>. A recap of this article and other NATS information will be available by the end of March.

The cost for NATS this year will be \$50 if sent to the Treasurer by 1 June and \$60 thereafter. No reduction will be made for partial week attendees. Send the following information along with your fee to : MWC, Inc in care of Ted Brodgen, 1703 Quail Valley, Iowa Park, Texas 76367.

Captain: _____

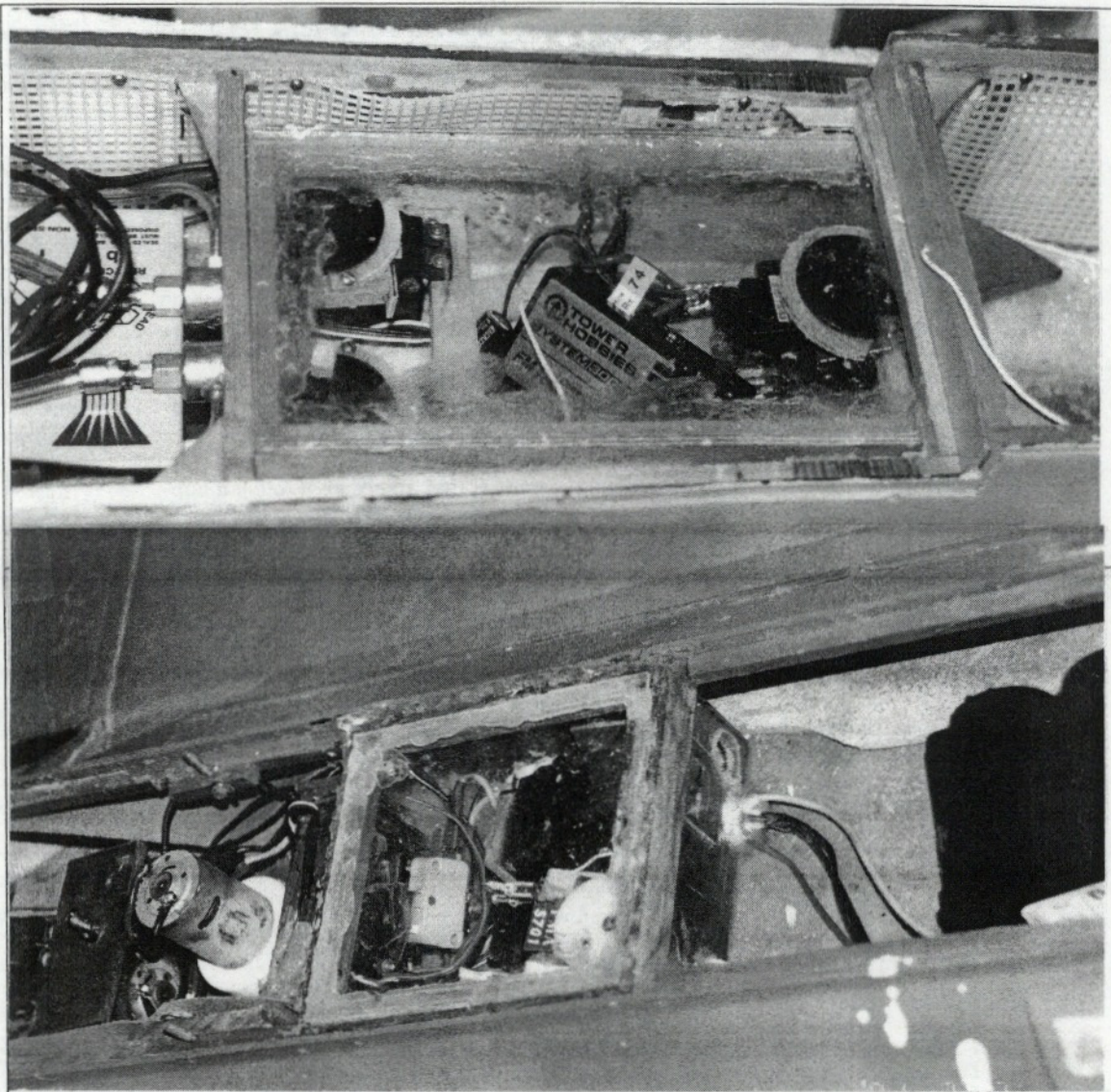
Frequency channel: _____

Address: _____

Ship Class and Name: _____

A Photo Essay on "Water Tight Boxes" from Phill@eskimo.com

> FS Suffren, heavy cruiser with dual stern guns on separate channels visible is the mag controler and the large cap from the rf filter in the power from the main batteries.



> HMS Roberts, very short vertical in this hull. The radio box is built in with the hull serving as the bottom of the box. The FMA servo visible is a squat retract servo. A micro servo is used to turn the pump on and a std servo on it's side is used for the poppet valve. The receiver is in the wooden extension.

IR/CWCC NATS 2001

War Memorial Park, Johnston, Rhode Island

July 22 – 27th, 2001

It is time to make those final plans for NATS 2001. You have all seen pictures and a small map of the pond at War Memorial Park in Johnston, RI. I have made arrangements with the closest nice motel. The Comfort Suites in Smithfield, RI is about seven (7) miles from the pond almost all on one main road. The rooms are large enough for two or more and all our boat stuff. We can use the breakfast room anytime after noon for our meetings. There are many points of interest near by in Rhode Island, Massachusetts and Connecticut. These range from Battleship Cove where the USS Massachusetts and several other boats are displayed to all the recreational activities of Cape Cod and Newport, RI. This is a wonderful area for the complete family vacation around a week of r/c combat. Let me know when you register and I'll put together information on these activities. The usual NATS fee of \$100.00 will cover all rental fees at the site (tent, tables, chairs, etc), four (4) lunches, CO₂, drinks on ice, awards, and final dinner. If we have enough people, it is possible to have that dinner on the USS

Massachusetts.

So Register Now and Make Your Plans

The motel rooms are being held until June 22nd, so don't wait. Make sure you mention that you are with the boat group and ask for Michaela in group sales.

IR/CWCC NATS 2001- REGISTRATIOIN

Name _____

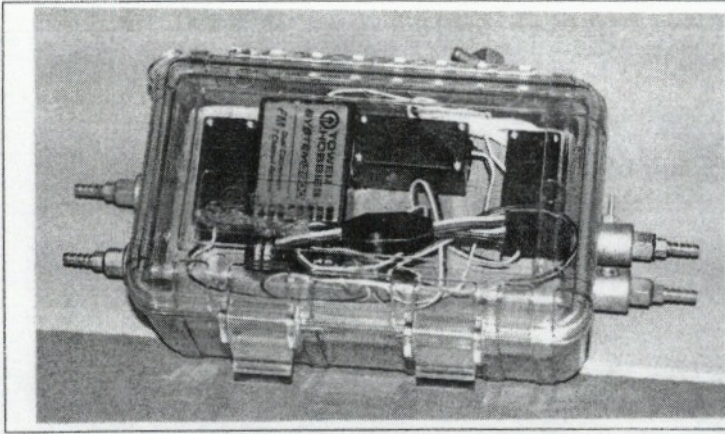
Address _____

Phone _____ e-mail _____

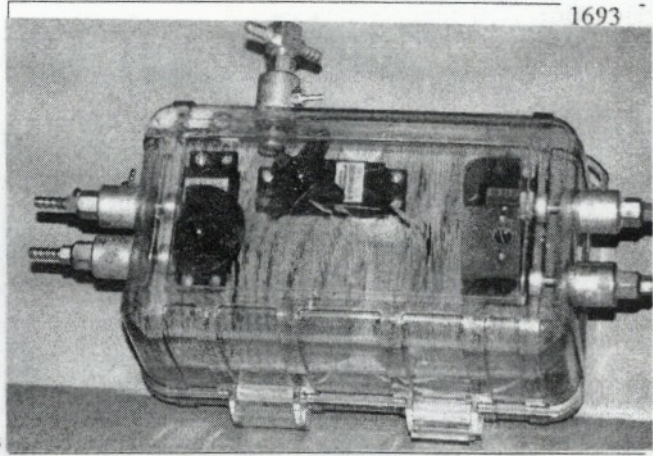
What Boat? _____

Let me know about any food and drink preferences and any special needs. My phone # is 508-384-6328 and my e-mail is dfisher@ncounty.net Make the check out for \$100 to Don Fisher and mail it to P.O. Box 38, Wrentham, MA 02093-0038

Hope to see you all at the first New England NATS,
Your site host, Don Fisher

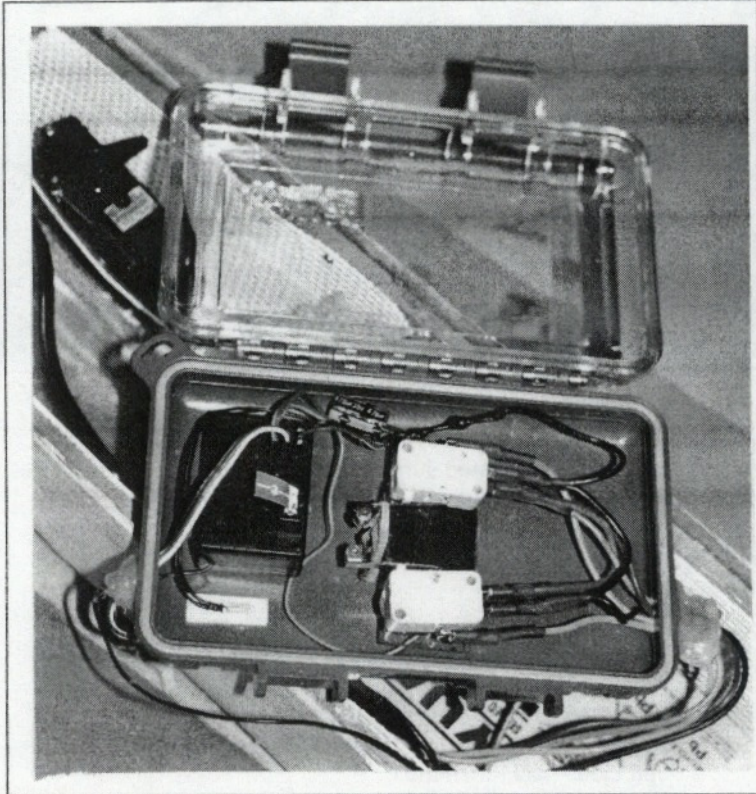


<,> IJN Mutsu, Dual sterns done with two servos on a y adaptor. Three single guns. Micro servos are required for throttle and pump control. This design uses

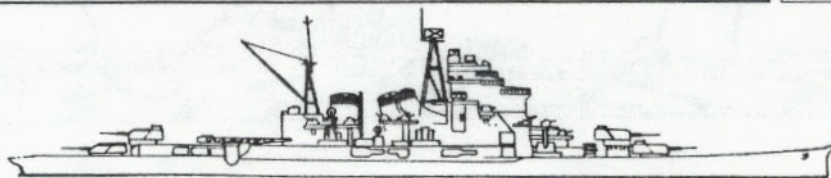
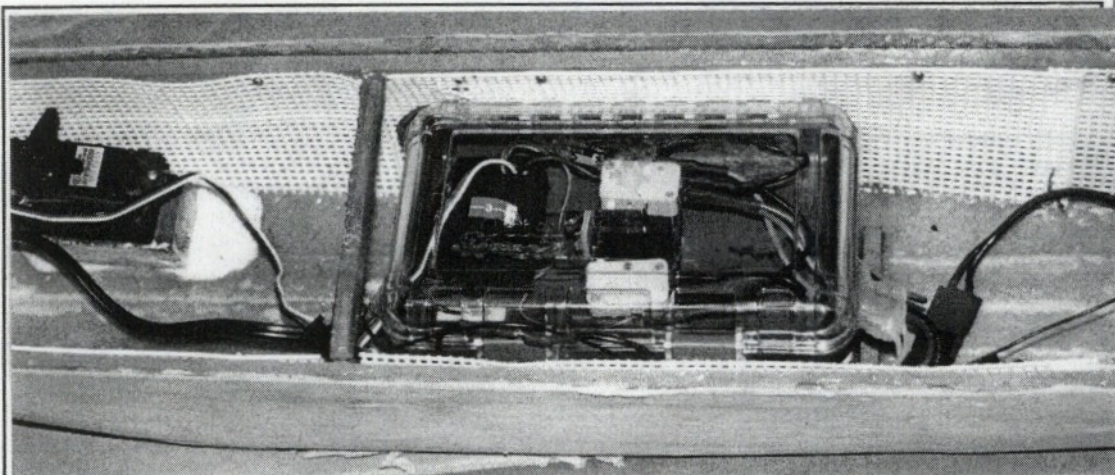


an Otterbox 3500 for the shell. All of the componets are hooked to a plywood deck which screws into tworails glued to the inside of the otterbox.

<,10 USS Fond Du Lac (liberty ship) Simple design uses an Otterbox 2000 for the shell. Note the use of shrink tube and tool dip to insulate all electrical componets. This design uses a micro servo since the height of the box in 1 1/4 inches. The grain-of-wheat bulb next to the receiver is a built in diagnostic that power is reaching the receiver.



> FS Montcalm Light cruiser. The forward box is a "project shack" from Radio Shack sealed with tool dip. It holds the rx and rx battery. The wood box holds the throttle servo and gun servo. This ship has forward and aft guns.



2001 Fray at Brays

This year's Fray at Bray's was the last time the battle would be held at the pond in Owasso, OK. It's been great Kevin. We're looking forward to the new location in Arkansas (YeeeeHaw!).

The weekend started with most of the Texas contingent meeting a Fluegel's house on Friday to carpool to Owasso. 'Dirty' Dave Haynes, Jeff Lide, and Bryan Finster left on that sunny afternoon and began a weekend of joy and fellowship (with a few stops on 'Too Much Knowledge' lane). As we headed into the northern wilderness, talk turned to the upcoming battle at Nationals. We firmed up battle plans for Nationals that would work well if we only had the ships to execute it. A backup plan was formed, but it required heroic sacrifice from those involved.

We arrived at Kevin's house late and were greeted by a large Japanese battle flag. It was like returning to a warm hearth on a cold winters day.

Luggage was unpacked, greetings were made and we went to bed. Fluegel and Dirty Dave slept together in the moonlit master bedroom overlooking the lake with Jeff Lide slumbering peacefully at their feet like a beloved pet.

At the pond the next morning, the Allied admiral, Steve Reichenbach, requested surrender terms and relinquished his sword. The Axis admiral, Herr Fluegel, accepted his sword and with a single tear wetting his cheek, severed his worthy opponent's head with the sword.

With the surrender out of the way, Steve and Fluegel went forth to choose fleets.

No Flag fleet:

DW Fluegel (admiral) – SMS Baden
James Foster – SMS Victoria
Jamie Foster – FNS Georges Leygue
Jim Ewers – HMS Invincible
Kevin Bray – SMS Moltke

Flag fleet:

Steve Reichenbach (admiral) – USS Portland
Bryan Finster – IJN Mogami
Kevin Hovis – DKM Bismarck
Randy Stiponovich - SMS von Der Tann
Jeff Lide – IJN Kirishima
Dave Haynes – DKM Z-31



Battle was called and the fleets engaged in a titanic struggle for possession of the lake began. Fluegel's fleet targeted Randy since his was the only ship they had a snowball's chance of catching. During the second sortie when his pump failed, while James Foster and Jim Ewers both sank on the other fleet. The flag fleet felt they were winning until it was discovered that Jeff Lide, in a preview of

Jamie Foster prepares the now Vogue cruiser, with the "hidden strain cannon through the superstructure".



Battle 1

Captain	Ship	Above	On	Below	Sink	Points
DW Fluegel	SMS Baden	32	2	4		1,075.26
Jamie Foster	FNS Georges Leygues	19	1	0		716.84
James Foster	Victoria	9	3	3	700	836.32
Jim Ewers	HMS Invincible	27	2	0	800	955.79
Kevin Bray	SMS Moltke	29	2	2		955.79
Steve Reichenbach	USS Houston	19	0	1		534.55
Bryan Finster	IJN Mogami	18	0	1		534.55
Randy Stiponovich	SMS von DerTann	16	10	4		610.91
Kevin Hovis	DKM Bismarck	63	2	1	1000	763.64
Jeff Lide	Kirishima	42	8	22		610.91
David Haynes	DKM Z-31	1	0	0		305.45
Allied		4,540				17,045



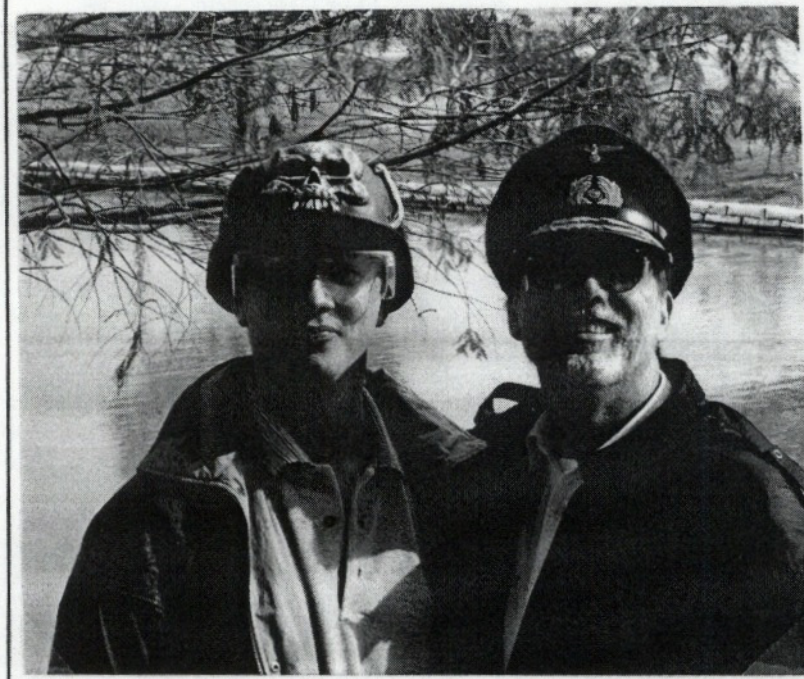
an award winning performance, had 22 hits below, sealing a victory for the no flag fleet. The No Flag fleet, fearing they were losing, were heartened by the news that they'd won.

Lunch arrived unexpectedly when Leroy, our favorite SCUBA hobbyist, delivered Sonic burgers and a reminder that deep

Battle 2

Captain	Ship	Above	On	Below	SinkPoints	Score
Kevin Bray	SMS Moltke	25	0	11		1,367.37
Jim Ewers	HMS Invincible	21	1	3		1,367.37
James Foster	Victoria	13	1	5		1,196.45
DW Fluegel	SMS Baden	8	4	0		1,538.29
Jamie Foster	FNS Georges Leygues	3	0	0		1,025.53
Randy Stiponovich	SMS von Der Tann	48	7	26	800	351.22
Steve Reichenbach	USS Houston	1	0	0		175.61
Jeff Lide	Kirishima	70	2	4		351.22
Bryan Finster	IJN Mogami	20	1	0		307.32
David Haynes	DKM Z-31	3	1	0		175.61
Kevin Hovis	DKM Bismarck	35	6	20	1000	439.02

Jeff Lide, Most Feared, Most Damaged. Fluegel, Best of Scale. (Photo 12-00)



Sunday's battle began by changing up the fleets.

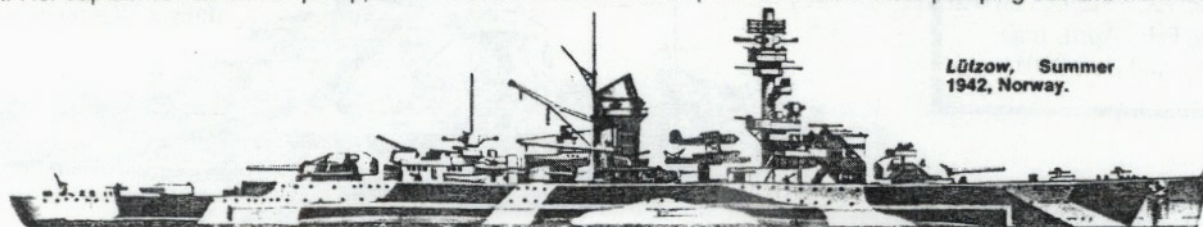
No Flag:

Jeff Lide Kirishima (Admiral)
David Haynes DKM Z-31
James Foster
Randy Stiponovich SMS von Der Tann
DW Fluegel SMS

Flag:

Bryan Finster IJN Mogami (Admiral)
Jim Ewers HMS Invincible
Jamie Foster FNS Georges Leygues
Kevin Bray SMS Moltke
Steve Reichenbach USS Portland

The flag fleet decided to attack Jeff Lide who appeared to be having several mechanical problems. With a force heavy in cruisers, the flag fleet circled and stabbed at the Kirishima but couldn't get solid hits on the battlecruiser. In the second sortie, the no flag fleet began to drop. Moltke sank followed shortly by Invincible. Several minutes later, Georges Leygues met her fate. With only Mogami and Portland left to face the enemy, the two cruisers put up a valiant fight to recover lost points. They quickly used up their remaining rounds and went on five. Mogami, with more energy than weaponry, continued to tease and harass the slower enemy. With 2 minutes left on her five, she began to roll heavily in the turn. A call went up to capture the cruiser's sink on film. Her captain turned on her pump, and lost radio control. The ship ran in a circle while pumping out and went off five



Lützow, Summer 1942, Norway.

water was good. While eating lunch, we were somewhat surprised when our shade (a EZ-Up Express tent) blew over, landed in the lake, and started sailing towards the other shore. One witness of the event demonstrated the shock usually seen only in tornado survivors. After repairing the damage to Fluegel's superstructure and the mangled Houston of Steve Reichenbach, life returned to normal.

Battle two began and again, BB's flew like angry hornets. The slow fleet of Admiral Fluegel once more concentrated on Randy's von Der Tann with bloody intent. After a valiant struggle, the German battlecruiser settled to the bottom. A cheer went up among the no flag fleet and Randy was congratulated on his titanic struggle against the veteran captains. Just before the end of the battle, Kevin Hovis' Bismarck settled to the bottom of the pond while surrounded by the vulture-like ships of the no flag fleet.

That evening we retired to Mazzios Pizza and returned to Kevin Bray's garage. Several one-on-one's were planned, but it was decided to modify the format a bit. A cut-throat battle was declared with reloads allowed and every man for himself. Much fun was had in the free-for-all, but damage didn't count so we patched once more in preparation for hostilities on Sunday.

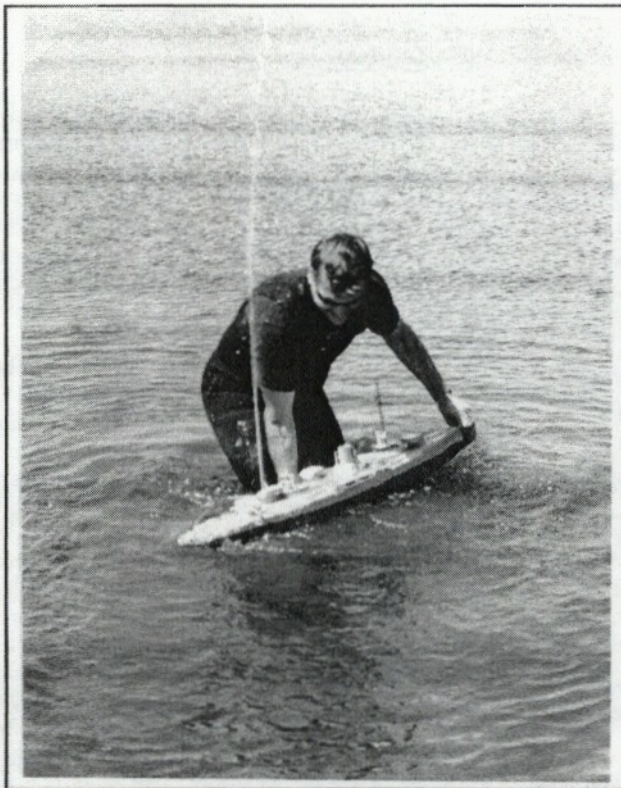
Battle 3

Captain	Ship	Above	On	Below	Sink	Points	Score
Jeff Lide	Kirishima	21		4	7		1,414.12
David Haynes	DKM Z-31	1		1	0		353.53
James Foster	Victoria	8		0	0		1,237.35
Randy Stiponovich	SMS von Der Tann	6		5	12		1,414.12
DW Fluegel	SMS Baden	57		1	0		1,590.88
Jim Ewers	HMS Invincible	41		8	10	800	478.89
Jamie Foster	FNS Georges Leygues	18		6	4	600	359.17
Bryan Finster	IJN Mogami	19		1	5		419.03
Kevin Bray	SMS Moltke	36		5	11	800	478.89
Steve Reichenbach	USS Houston	21		3	7		419.03

(requiring a wet recovery).

In the end, the Axis ships were thoroughly tested and skills were honed for Nationals.

"As it is in Oklahoma, so too shall it be in Missouri", Fluegel was heard to mutter.



Contributing Authors

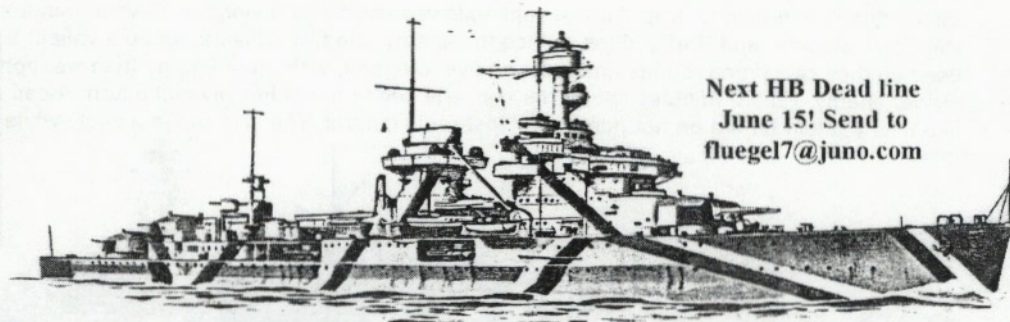
There is No Hull Busters without these generous captains.

Jeff Poindexter (Logo), Kevin Hovis, Rick, Finster, Steve Reichenbach, Whitsell, Phil, Don Fisher, and my wife! Thanks!

Oh, I need 5 daily authors for each Nats, I have 2 for MWC, and 1 for IRCWCC. I am looking for one typed page of text, can I sign you up?..Fluegel7@juno.com

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