



INTRODUCTION

Gosh it was great to see all my dear friends at the 1986 NATS. I know we were all glad to see that Dan Hamilton is back in Men's clothes! Well, sit back and enjoy 5 different authors tell about the first 5 days of the 1986 NATS.

SATURDAY

From Port Polar Bear-CURLY BARRETT

I crammed everything I could find into the station wagon (except Amy). Amy stood by my side as I ran down the list of things I must have forgotten. With a good luck kiss I was on my way to Springfield.

Saturday.....5:00 A.M. Actually, the trek to NATS started much earlier for some, but most of the people arrived on Saturday evening. I was not sure what to expect. I knew that I was supposed to cover the arrival of all of the battlers, so I made sure I was the twenty-fifth person to show up.

The first person I met was Martin Schneider. He flashed me that patented "SMILE" of his, then he straightened up, turned around and introduced himself to me. Martin took me to the shop to unload my stuff and I got to meet the guys that I had talked to for so many long hours. Wow- That must be Stan Watkins, the founder of the hobby.

Vicious Rumors

The Italian Navy still won't admit that their ships spend more time on the bottom than on the surface. They have yet to explain why the Vittorio Veneto was recently drydocked to remove barnacles from the inside of the hull...

That looks like John Jass, and there is Chris Pearce. No Fluegel....??? Hi, My name is Jeff Poindexter (the man who charged me the first \$15 in this very expensive hobby).

Two people entered the room, handshakes and greetings flew as fast as spurt guns. It was Terry Darby and Dan Dees, who had come all the way from Oregon (a long way to come to be ALLIED!!!). They made the rounds and then started setting up their ships and dockyards. Terry was hurriedly digging his own grave with the North Carolina.

The Allies were out to win this year. Dan Dees was quick to show off one of his most commonly used tactics. The dockyard smoke screen. All the rookie(s) gathered 'round to see how the veterans burn their boats. It was begining to look like the Axis group was HOT, but the Allies were SMOKIN'. (The score at the end of the week: Dan Dees-9 Fires; Stan Watkins-8 fires. Martin could only manage 3.)

"Pardon me, you're standing on my software." It was that floppy disk jockey -Tom Jass. Let's go to dinner!! Stan insisted that we go to GEORGE'S. We argued with him, but you know how Stan can be. We could not all sit together so I have no idea what was said at the other tables. I was just glad that Fluegel was not there yet. My last few hours before a week of "smallitude".

We had a long "serious" talk about the F-19 stealth fighter. Stan had a double order of Mozzarella cheese. John Jass told the story of the two picnickers who said "What was that?" "I didn't see anything, but didn't that sound like an F-19 just crashed?"

I was very at home and just starting to realize that the people are what this hobby is really about. No one seemed concerned with the upcoming battle. It was an understood feeling that the Axis were favored.

Later that evening - Stan got his dinner. Then it was back to the workshop for some last minute fiddling with the ship. For some of us it was time for major overhauls. Then the air grew rancid. The lights dimmed and the rats scurried into the corners. The door burped open and in rolled D.W. Fluegel. My life was complete. All of my smallitude was going to finally pay off. HI, HERR FLUEGEL!!! "Kid, go buy me a paper.".....My HERO.

He assured me that Milholland was just kidding about it being my job to polish the brick wall around the pond. I started to plan my strategy for the week.....grey, black and red paint on Monday; blue, yellow and red on Tuesday.....

Late that night, the Allied fleet was starting to drag their tails (raccoon tails). I stayed up late and talked to the veterans as much as they could stand. I was glad to meet the people that would later dissect my ship.

Actually the full impact of the Saturday meeting of old friends didn't hit me until I was leaving on Friday. I could hardly wait for next year. I wanted to burst into the room and shake hands with my "old friends". I saw a whole new Saturday. The greetings that I thought were over exuberant at first now seemed reserved and timid. These guys are great!!!! Thanks'til next Saturday.



100 pair of safety glasses were made available for the spectators.

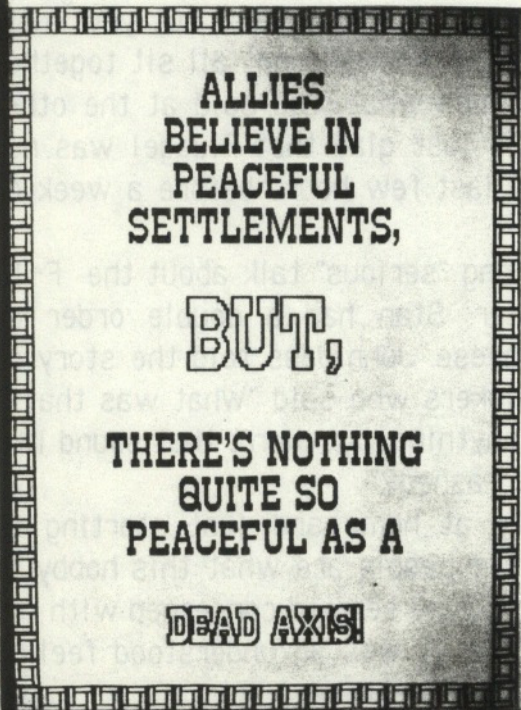
MONDAY
7/14/86

David Haynes

When Fluegel asked me to report on one day of the battling, I thought Monday would be the least busy so I borrowed his recorder and began to talk a few notes to assist in the writing of the article. Little did I realize that the full 90 min. of the tape would be filled with so much information it would be impossible to put it all in a shortened version on paper. To really appreciate what went on, one would have to listen to the tape. To do justice to what actually happened will be difficult but I shall do my best in the article to cover the days events.

Because of the large numbers of ships entered this year, it was necessary to divide the Axes and Allied teams into two separate fleets. Since there was only one "rookie", the fleets were known as an A fleet and a B fleet. More appropriately, would be an "experienced" and "less experienced" fleet. To begin the days battling the fleets were set as follows; A fleet battleships, Tirpitz, Andrea Doria, Mutsu, Vittorio Veneto, Szent Istvan, Espana and Conte Di Cavour for the Axes would be up against the Allied battleships Alabama, Valiant, Rodney, Warspite, Colorado, North Carolina and Texas. The cruisers involved on the Axis fleet were the Lutzow, Zara and Myoko. The Allied fleet had the cruisers Swiftsure and Oregon City.

Great apprension was felt by the captains of both fleets as the call to battle was sounded. With a total of 19 ships on the water at the same time the inevitable, (also known as a ram) was bound to happen. But before a shot was fired the Oregon City was almost turned into a burning hulk by an untimely electrical fire below decks. Stan was quick to act and shortly had the ship on shore for some repairs. As battle comenced There was a great deal of congestion caused by the large number of ships on the water.



Sign posted on the Ray Kelly Craft Center door.

Several minutes later however the battle had spread to all corners of the lake. What a great site to see, ships all over the place with BB splashes throwing water up into the air and bits of balsa torn from ships and floating about the lake.

Indeed a hard fought first sortie with neither side being able to say they were the victor. During this sortie several rams took place that would have a definant influence on the outcome. Three Axis ships were the victims of rams and two Allied ships also suffered the same fate, although none were sunk because of rams. There were no ships sunk at all in the first sortie but some suffered heavy gun fire damage; the Texas was hit with 30 holes in her hull above the waterline and the Rodney was hit with some 28, all above the waterline. Would the difference in ram penalties be the deciding factor in the sortie? As it turned out, the score was 2,610 to 1,070 in favor of the Axis fleet.

The second sortie would begin with the same number of ships as the first. The Axis fleet took a small penalty to allow the Vittorio Veneto to change her low batteries, as she had become very slow in the water. On the Allied fleet, the Warspite was running on only two motors instead of four, and who knows what other problems other ships were having. During the first sortie Terry Darby had for a momint been watching the Alabama thinking it was his North Carolina which resulted in the North Carolina running amuck about the lake! The Mutsu became the first combat sink as she pulled in front of the Rodney thinking she was out of ammo which proved to be incorect. The Rod took full advantage and immediately pounded the Mutsu with numerous holes. The Valiant was close behind and soon added more holes sending the Mutsu to the bottom. Along with this sink the Szent Istvan received heavy damage which helped the Allies win this sortie 3,030 to 2,640. The Axies however won the first battle by a score of 5,250 to 4,100.



JEFF WEST and Wetconsin

It was interesting to note that this sortie was 11 min. shorter than the previous sortie by the A fleet. The Allies won this sortie by a score of 470 to 180. The second sortie of the battle saw the same ships once again taking to the lake to do battle. Not too long into the fight the Colorado ramed the Yamato. The sharp clipper bow of the Colorado easily penetrated the hull of the Yamato leaving a large hole in the forward port bow just above the waterline. She was repaired quickly and sent back into the battle. Shortly after she rejoined the battle a shot from her forward gun struck the Salt Lake City in the forward stack blowing it off the ship. The stack was attached to the ship by a string and was being towed by the ship. The funny thing was that the stack began to stand up making it look like a fat skier! Was this a new Allied strategy to distract the opponent to gain the tactical advantage? If it was it did not work long as shortly after, the Salt Lake City bacame tangled in its towline and was dead in the water. The Yamato also stopped(reason unknown) close to the Allied ship. While the Yamato was dead still the Wisconsin took advantage and fired a half dozen rounds in her from a broadside pass. Shortly following the pass the remaining ships ran out of BBs bringing the sortie to an end. The Axis won the sortie by a score of 720 to 580, but the battle was won by the Allies 1,050 to 900.

The A fleet second battle was a bit behind schedule(we should learn from the B fleet about how to start on time!) on starting time, but got under way with a large number of ships once again on the lake. During this sortie the Lutzow of Fluegel was ram sank, but I can't recall who the culprit was. The Axis fleet won this sortie by 910 points with 800 of these points being ram penalties! My notes at this stage of the battling day became much less effecient.As a result, I can only state the barest of details about the second sortie. Scores for the second sortie of the second battle were Axis 4,860 and the Allies 3,300. When the scoring was done for the two sorties of the second A fleet battle, they revealed that the Axis had once again defeated the Allies by the score of 7,760 to 5,290.

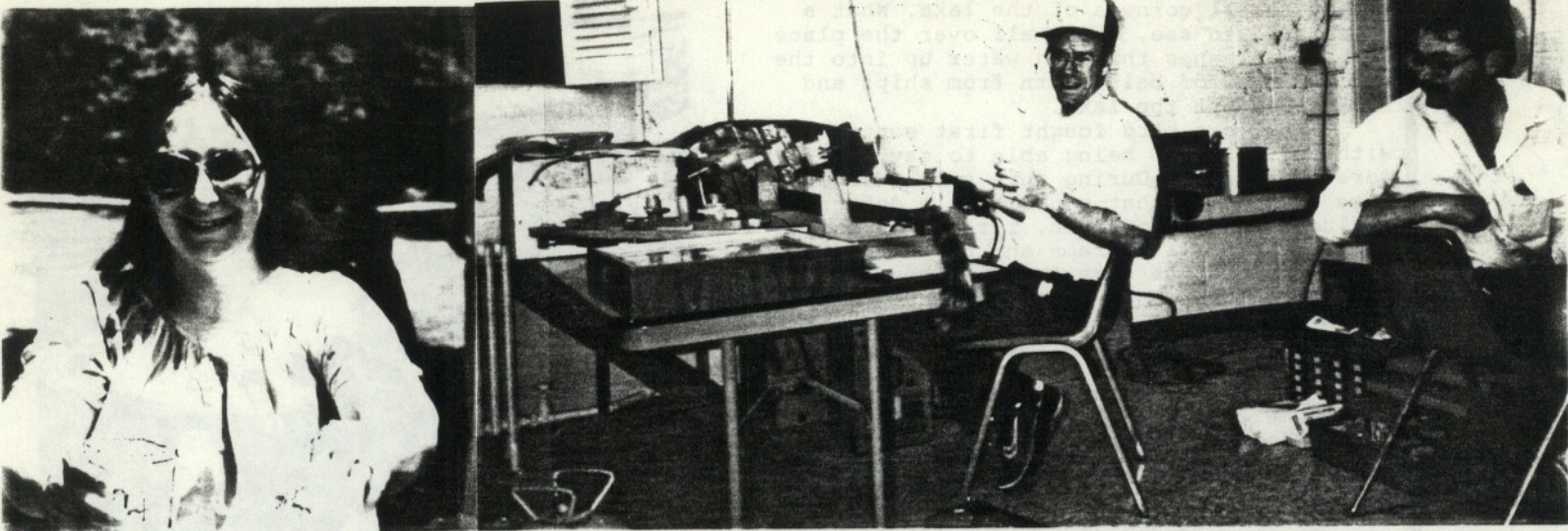
In the B fleet second battle the opposite was true, as the Allies beat the Axis 520 to 320. Didn't I say the barest of details! There were two ship to ship challenges



Curly Barrett, Rookie of the Year.

The first battle of the B fleet began o time with the two largest ships at the Nats meeting in battle. These ships, Yamato and Wisconsin, headed their respective fleets into the fighting. With the Wisconsin was the Colora and the Salt Lake City, while the Lutzow of Curley Barret and the Lutzow of Brian Schneider joined the Yamato. This was a very good battle to watch as Brian's Lutzow was being effective and the Colorado was doing its share of damage.

CCZAN, FINE TOW



The Blessed Queen of R/C combat, Mary McDonald Hamilton. Speaking for All the guys, a heart (and stomach) felt THANKS!

during the day. One was between the Texas of Jeff Poindexter and the Conte Di Cavour of Mike Deskins. Jeff told me this was a hard fought battle with the deciding factor being a ram penalty against the Conte Di Cavour giving the Texas the victory by the score of 100 to 0. The other ship to ship was a bout between the Alabama and the Andrea Doria. I did get to see some of this match and it was indeed a fine one. It was a one sortie affair between fleet battles and I can't tell you who the winner was! I would have called it even by just watching, so maybe the guy who won will slip a note in the next Hull Busters and let us know the result?

My appologies for not having the whole "scoop". It seems that there is always so-----many things to do, and not enough enough time.

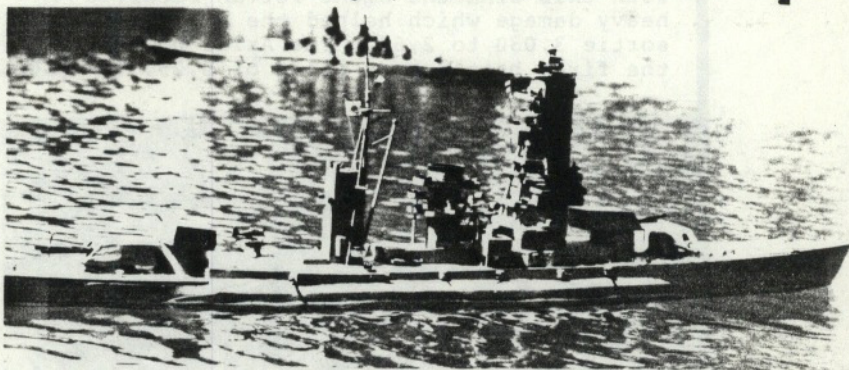
Tuesday at the 1936 Nationals By Stan Watkins

The Axis A and Allied B fleets had split victories for Monday. The Allied B fleet held a narrow 350 point margin while the Axis A fleet was nearly 4000 points ahead. Some impressive changes would have to be made if the Allied A fleet was going to overcome this huge lead.

The first sortie of the day was the A3 battle. From the first moment of the battle something seemed wrong. It seemed that the Axis ships were able to team up on the Allied ships but all of the Allied ships were being teamed up on. The Oregon City would be needed to help distract any Axis ships that she could. This meant that her basicly low risk offense would have to be shelved. She had successfully gone the last two sorties of the Monday battling without taking a single hit. The current shortage in Allied ships ruled out those tatics for this battle. The Allies were short the services of Dan Dees, John, and Tom Jass. The fleets were nine Axis ships to six Allied ships. As the Axis ships charged into the Allied territory it was every ship for itself. After some initially heavy battling the Alabama made a spectacle of herself by running under one of the trees on the island. The tree branches knocked a part of her bridge superstructure backwards onto her deck. The disguise did not fool the Axis captains. The Alabama came near shore and rammed all of her antogonists. While they were checking ram damage James Foster graciously (He must be

Stan and Poindexter lying to each other. Note the racoon tail on Stan's stern.

basically Allied since graciousness is not an Axis trait) removed the disheveled superstructure. After the Oregon City had been involved in numerous close range exchanges she was rammed savagely by the Andrea Doria. The location of the huge hole required that she be removed from the conflict. When the Oregon City's battle damage points were totaled it was obvious that she should not be fought like a battleship. From zero points in two sorties she went to 540 points damage in one sortie. The North Carolina had also taken it on the chin for 1310 points. The Warspite had absorbed 920 points, the Texas 470 points, the Bama 390 and the Valiant only 40 points. The Axis had faired much better. Their high point ship was the



Gerald Roberts' I.J.N. Nagato

Andrea Doria having been hit for 890 points. From there the next worst hit ship was the Tirpitz, but she was only tagged for 400 points. The Axis damage total was only 2420 points on 9 ships for an average of only 263 points per ship. The Allies on the other hand had been hit for 3660 points on six ships. The average per ship being 610 points. The huge Axis lead had grown by another 1240 points.

For the second sortie of A3 the Allies had the Colorado, Rodney, and Swiftsure back. The ratio was now 10 Axis to 9 Allies. As the sortie opened the Tirpitz, Doria, Cavour, and Lutzow immediately beset the Rodney. The water boiled with prop wash, BB splashes and shattering Axis and Allied balsa. The Rodney quickly extricated herself from the disgusting company of Axis swine. In Axis territory the Espana was having a very active sortie. She first exchanged broadsides withe the North Carolina then with the Alabama. She then put a few shots into the

President's Column

by David Haynes

Another fine Nationals has come and gone, so before I go on to talk of other matters I would like to thank all of the people who gave their time and efforts so that this event could take place. First a thank you to the club in Springfield for securing a lake and taking care of the necessary safety precautions at lakeside. Hosting a big event like this is a real chore with more work involved than we sometimes realize. Thanks also to the Springfield Park Board and Mr. Fred Obert for their co-operation and the use of the facilities at the Ray Kelly Craft Center. To Tom Jass thanks for putting together another well organized event. The contest director is a very busy job and Tom has done a fine job two years in a row. Finally, thanks to all the people who brought ships and participated, for without them there would be no "Nats".

Within the next few weeks all of the club members will be receiving a ballot containing rule change proposals that were made during the past year. Although there are not as many "major" proposals as in the previous years, each one deserves serious consideration by the voter before saying yes or no on the ballot. If there are any questions regarding a particular proposal call or write an executive board member to help make the proposal clear to you before you cast your vote.

The following are the names and addresses of the board members;

- President; David Haynes
1141 Santos
Abilene, Tx. 79605
- Vice President; Tom Jass
312 E. Circle Ave.
Lombard, Ill. 60148
- Secretary; Jeff West
5734 S.E. Windsong Ln.
Stuart, Fla. 33497
- Treasurer; Dan Hamilton
Rt. 3 Box 558
Decatur, Ala. 35603
- Contest Director; Jeff Poindexter
P.O. Box 9860
Amarillo, Tx. 79105

Much of the work of the Executive Board will begin only after the results of the voting on the proposals have been tallied. It is therefore very important to return your ballot as quickly as possible so the results can be known and work begun. Again this year we hope to find a solution to our insurance difficulties. Carl's work last year laid some ground work with the NRA so that our club may possibly be affiliated with the NRA for our insurance protection. We all hope that this year will find a resolution to our insurance problems.

Finally, all members are urged to offer any ideas, information, suggestions or complaints to the Executive Board. Without feedback from the members it is impossible to make decisions correctly that effect the hobby. Let us hear from you.

David Haynes

Give me your holed, your mossed, your dead in the water. I enjoy the target practice.

OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins 8/1/86

Greetings Combatants!
The 1986 Nats was a lot of fun. It was definitely more fun for me than the last several previous Nats because I had a ship that did not require me to keep my head stuck in the hull until the wee hours each night and because it was alot lighter and therefore easier to launch and retrieve than my battleships. The big (over 14000 tons full load/for carrying at least 6 Xcells) fast cruiser can live in the same battle with the today's battleships. And yes cruisers are more fun because they are less complex to keep operational.

My most fun fight happened in the Campaign battle when the Oregon City found herself in the same war with the IJN Yamato! Yum, Yum! That mean old cruiser just kept shooting holes in the Yamato until she decided to run away. The Texas had already damaged the Yamato considerably so the additional hits from Oregon City were beginning to tax the pumping capacity of the world's largest R/C combat warship. Soon she was listing and down by the bow but she kept on running each time the Oregon City drew near (which was as often as possible). As Yamato listed more and more Oregon City had more and more of the tasty red below the waterline to shoot at. Finally as she rolled to 90 degrees a few final shots were taken at the solid bottom. Then (all too soon) she sank. The Oregon City still had ammunition. Then later came the revenge as the Yamato blasted the O'Bannon in the David and Goliath battle. Congratulations Jeff! You did a job on a difficult target. I hope you other guys had as much fun as I did.

Let's Battle!

Stan



Texas. Then after a series of about six rams (the Alabama was not involved!), 3 of the Mafia brothers surrounded the Rodney briefly engaging in some BB swapping. The Texas was seen to be issuing water from her pump outlets in a beautiful "V" for violated. Oregon City (not yet aware of her near unsinkability) had intended to get out of the sortie early because of the large number of holes she had received in the first sortie, had stuck it out until late in the sortie. Her fleet needed her. The Swiftsure was seen valiantly escorting the Rodney through waters thickly infested with Axis ships. Was this the Allies finest hour. The crippled North Carolina was seen to be chasing the Tirpitz and one of the Mafia brother battleships (you can't tell which one because they all look alike). Next North Carolina fired on the X Viribus Unitas. Alabama was doing her normal good work on the Cavour. Then as the battle was winding down the X Viribus Unitas capsized and sank. From that point on the Allied fleet still not on 5 went on the offensive. The Valiant, Warspite, and Alabama got in each others way trying to get at Tirpitz. Not many rounds of amunition remained and it was soon all over. The points scored showed the Axis had actually won again by 800 points. When rams were factored the Allies had fallen behind by 1200 more points. The Warspite had been the hardest hit on the Allied side, taking 1190 points with the Valiant next with 600 followed by the Rodney with 590. The wounded North Carolina had only been hit for 220. The cruisers had the least damage 120 on Oregon City and 80 on Swiftsure. Axis damage was light. The X Viribus sink and battle damage totaled 1200. All other ships were under 500 with 7 ships damage less than 300. Hard hulls and powerful guns were paying off. A3 was an impressive Axis victory. The Allies A fleet had given their best and it was far short of victory. A4 could only be worse.

B Fleet Tuesday Battling

Battle B3 commenced immediately after sortie 1 of A fleet sortie 1. There were 4 Axis ships (Yamato/Lides, Nagato/Roberts, Lutzow/Schneider, and Lutzow/Barret. The Allies had 5 ships (Wisconsin/West, Colorado/Schultz, Salt Lake City/Pearce, and 2 Pensacolas/Stevenson-Uttech. As the sortie began the Yamato was seen to whine towards the Allied fleet and turn away for a long range stern gun shot near the pursuing Colorado. The Colorado was then rammed by the Barrett X-zebra Lutzow. While Danny is bringing the Colorado in the Nagato also rams her. Looks like A Fleet all the way. Wisconsin then crosses the Yamato's T and gets shot up in the process. The Colorado meanwhile takes a few shots at her most recent rammer (Nagato). The

the Yamato becomes more aggressive and impales herself on the Nagato's super sharp stern. This creates a rather large cavern in the side of Yamato. She put in to shore for temporary repairs. Several "Pol Bearers volunteer to lift her from the lake. While she is ashore the Wisconsin and Nagato exchange a few rounds and the Nagato and the Colorado exchange rounds on two passes. The Lutzows are strangely pacifistic at this stage of the battle. The Salt Lake City then became enchanted with the Nagato and went through several passes exchanging BBs with her until she found herself alone with the Nagato, Yamato, and the 2 Lutzows. At this point Chris must have run out of BBs or decided that this was too much of a good thing because he then left the area and declared 5. The hostilities ceased at this point.

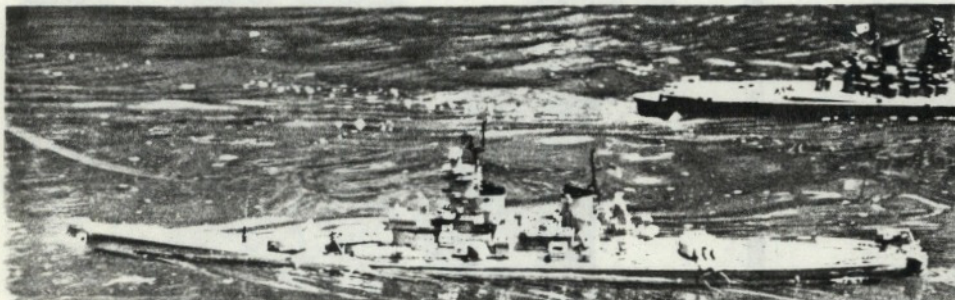


I think I will invent a different hobby.

The Wisconsin was hit for 220 points and the Colorado was hit for 150 points. All other ships were hit for less than 50 points. The Axis had won 230 to -100.

In the second sortie of B3 the Barrett Lutzow charged out for the Salt Lake City and the Yamato charged the Colorado. The Colorado rammed one of the Stevenson/Uttech Pensacolas and a great quantity of superstructure wreckage was knocked overboard. The floatsom seemed to distract Brian's Lutzow as she was seen to

Wisconsin
Impersonates stone



Yamato upper right, Wisconsin
cruising dangerously low in
the water.

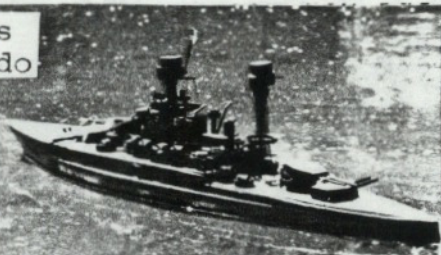


cruise around happily ramming the pieces for a short while. Then every Cruisers dream comes true as Brian's Lutzow finds the Wisconsin's broadsides and pumps numerous rounds through the bow. While this carnage is going on the Salt Lake City finds the Yamato a good target. The Nagato then works over the Wisconsin in a side by side slug feast. The Wisconsin also has side firing guns and the score sheet indicates that they work on the Nagato. The Schneider Lutzow then worked over the Stevenson Pensacola for a while. The Wisconsin then headed for shore very much bow down. Those hits in the bow by the Schneider Lutzow seem to have been most effective. She then upends and sinks. When points are tallied she earned the Axis 1490 points. The Stevenson Pensacola tied with the Yamato and the Nagato for damage at 130 points. The total score for that sortie was Allies 330, Axis 1640. The two sortie total was Axis 1870 to Allies 230.

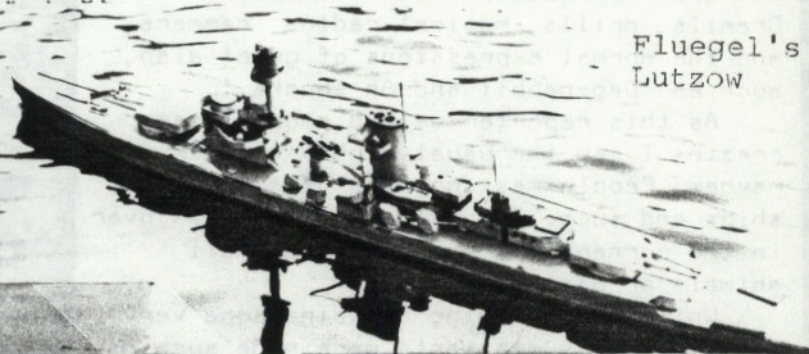
In the first sortie of A4 the strategy and outcome of the battle were similar to the previous sorties. The Axis were pulling further into the lead. The score was Axis 5630, Allies 3200.

place and were wondering where the other raiders were. Oh well, we had a job to do so the Oregon City went for the Mutsu. After firing a few shots the Mutsu began to move and get out from under the Yankee cruiser's guns. The Vittorio Veneto then began to complicate the risk for Oregon City further. The Swiftsure managed to pull into "Shepard Bay" and loose propulsion. The VV noticed this and began to close in. About that time Stan heard John Jass yell somebody help Dad! For the Oregon City to try to get the VV off the Swiftsure seemed like a non-option. But as the slaughter began and the Swiftsure was not being helped the cruiser comradery won and the Oregon City left the green pastures for hard times. The VV seemed obsessed with perforating the Swiftsure. The Oregon City maneuvered into position to reduce the VV's incentive. The OC fired a few shot at the VV and got her attention. The VV while not totally distracted did manage to hit OC several times while continuing to pound the Swiftsure. This was not going to be easy. The OC however had by now proved more unsinkable than most battleships so Stan kept firing and trying to make the cost

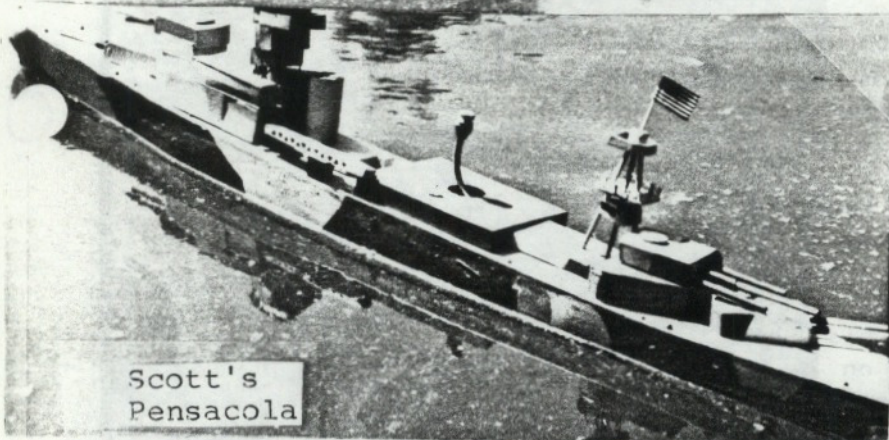
Danny's
Colorado



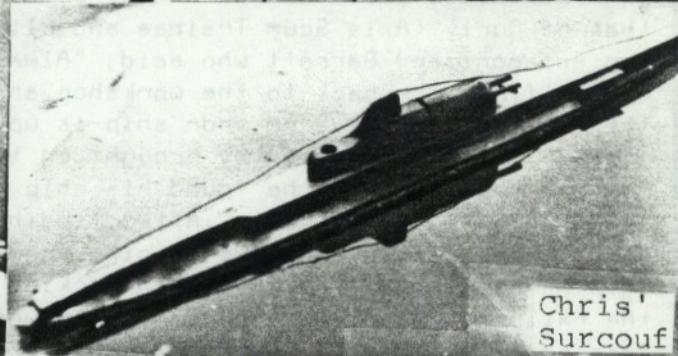
Fluegel's
Lutzow



Scott's
Pensacola



Chris'
Surcouf



The Allies were discussing alternative strategies for the second sortie of A4. One that sounded like fun was the idea of the two cruisers finding the Mutsu and working her over. That sounded good until it was noticed that the Vittorio Veneto and Myoko were with Mutsu. The Allied cruisers would need a little help. So the Texas, Valiant, Rodney, were asked if they would like to join the raiding group. They said yes. The next step was to get approval from Admiral Milholland. Steve said sure take 4 or 5 of you and go for it.

And so as the sortie opened the Oregon City lead the rebel group towards the Axis hiding place. Fluegel said it was like Christmas, all these Allied ships kept running across his bow. Beautiful targets one right after another. The Oregon City single mindedly charged around the Axis fleet and toward the hiding place. The Swiftsure went around the island to avoid the traffic jam. The Texas and Valiant became distracted by the Tirpitz and Lutzow. The Valiant then regrouped and headed toward the objective. Texas continued to slug it out with the Tirpitz and Lutzow. The Alabama was taking on the identical Mafia twins. Meanwhile the Oregon City and Swiftsure had reached the hiding

of blasting the Swiftsure higher. The VV began to get interested in pounding the pesky OC. Was the plan working or was the VV out of BBs on her bow guns? About this time the Valiant seem interested in helping the two cruisers and the OC looked forward to teaming up on the VV. The Tirpitz then arrived and fired several rounds into the OC. But at last the VV was leaving the scene. The Swiftsure would survive. The Espana meanwhile sank. The Texas finally made it to the hiding place an fired a few rounds. The Alabama had been shot up badly by the Mafia team (1620 points). The Texas had been hit for 1310 points. The Rodney had been hit for 1130. The Swiftsure was next with 910 points. The yank cruiser had been pounded for 500 points while the Valiant and Warspite were barely hit for only 380 points. Aside from the sink of the Espana the most damaged Axis ship was the VV with only 330 points. The total Allied damage was 6230 points. The Axis damage was a slim 2490 points. The strategy had been a miserable failure, but it had been a great effort.



B Fleet 4th battle:

The only sortie of the B4 battle was peculiar in that the Barrett Lutzow was designated as an Allied ship. The Allies won this battle with Curly's help by a score of 290 to 0. The Axis actually scored 200 points but had it nullified by a ram penalty. This ended the Tuesday Nationals Fleet activity and the Allies hopes of becoming the 1986 Big Ship Champions.

WEDNESDAY-JULY 16, 1986-by Jeff Poindexter

As Springfield woke Wednesday morning noises of excitement filled the 'Ray Kelly Craft Center' as combatants worked to ready their ships for this diversified day of battling. Small Ship Fleet, Ship to Ship Challenges, and the all important 'Night Battle' were on the schedule for today. The workshop was ablaze with the sound of Dremels, drills, musical radios, hammers, and the normal expressions of grief also, such as 'Dag-nabbit and Ah shucks.'

As this reporter walked among these crazies I saw the usual sights of dockyard mayhem. People messing with other people's ships and such. The Machiavellian Axis over in the corners either torturing small animals or planning strategy.

While interviewing captains some very note worthless statements were made such as that of Curly (Axis Scum Trainee and Blister Bug Antagonizer) Barrett who said, "Always be the first one back to the workshop and the last one to leave or your ship is up for grabs!" This was apparently brought on that morning when arriving he found his ship 'Velcroed' to his ship box. After finding other things attached to or hanging from his ship he remarked: "You guys been working on the railroad all night long?" Another worthless quote was made by Wayne Stevenson. This made after Fluegel had remarked that since we had as yet not been able to record any of the local news casts about the club, that we needed more wives there. Wayne must not have heard all of what Fluegel said as he said he already had one wife and that was enough. At about 11:30 this reporter left the workshop to C.D. the Small Ship Fleet battle to be known as the 'Duel of the Micros.'

The assemblage of ships and captains for the first sortie of the first battle of the Small Ship Fleets consisted of the following:

Allied	Axis
Watkins' D.D. O'bannon	D. Haynes' Jap D.D.
M. Hayes' CL St. Louis	James West's I-400
John Jass' D.D. Javelin	G. Roberts' Jap CL
	C. Pearce's Surcouf

The action started with the Javelin being attacked by Roberts CL (This reporter reports that he cannot remember the names of

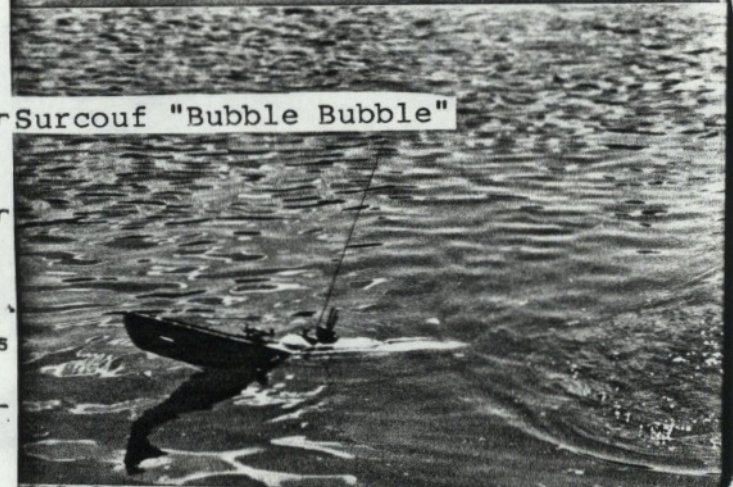
Roberts' CL or Haynes' DD.) At some point here the O'bannon was ram by the St. Louis for a 200 point penalty. The St. Louis then went after the Jap CL and got a hit at long range. G. Roberts commented to M. Hayes "Boy you got long range there....good-bye!" This sortie was climaxed by the unseaworthless sink of the surcouf. Thus ended Fleet 1, S1

The second sortie was over with no great engagements. Score was Allies--60...Axis--30.

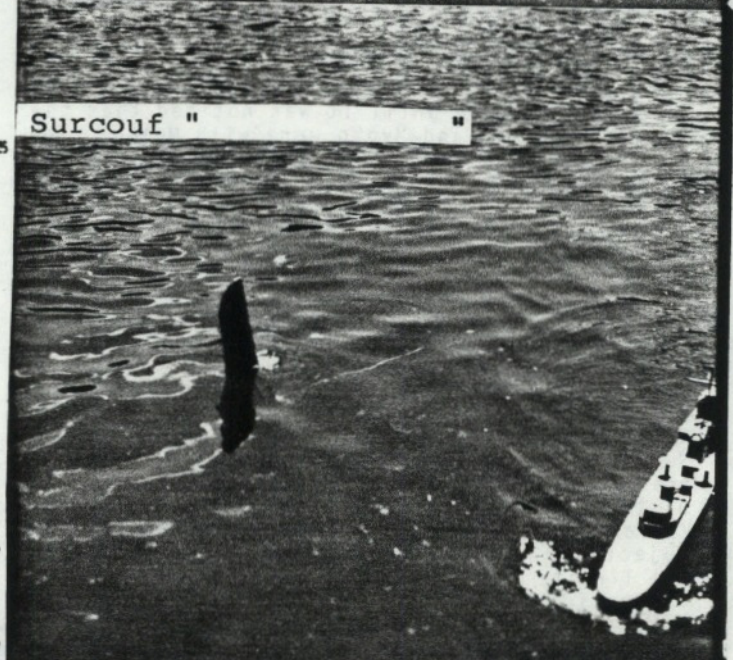
Ship to Ship Challenges that this reporter knew about were: Mike Deskin verses Steve Milholland and Jim Lisher verses Danny



Surcouf "Bam Bam Bam"

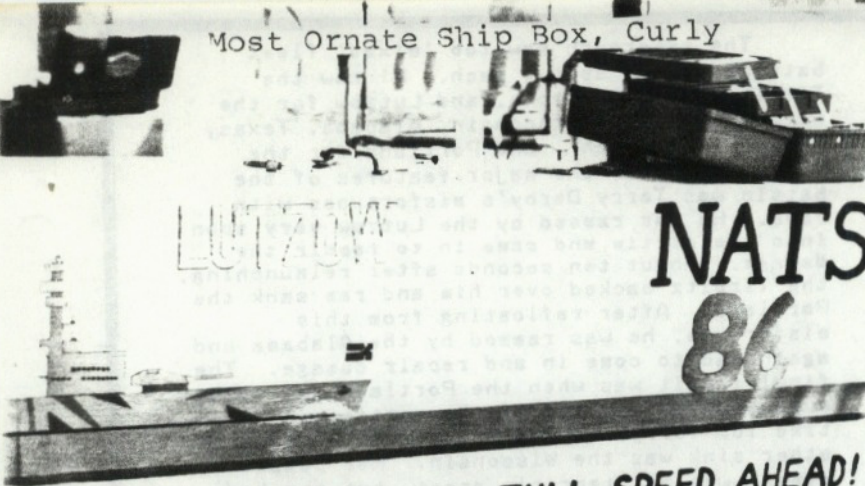


Surcouf "Bubble Bubble"



Surcouf " "

Most Ornate Ship Box, Curly



NATS 86

Most Expensive Ship Box, James West



Most Useful Ship Box, Stan.



Schultz. Out comes are not known at this time.

Fluegel recorded the Second Fleet Action for me as was doing something else. I do not know however what action was taken by the Jap DD or the Jap CL as Fluegel referred to them as the Jap 'Thing' or the other Jap Thing.' The O'bannon lined up on one of them and promptly shot his gun safety pin three times. (He then brought his DD to shore to remove the pin.) Stan then tried to line up on the Jap 'Thing' again and was rammed by it in the process. The Javelin then put a fatal hit on the I-400. As the I-400 sank she put 3 above water/line, and 1 below water/line hit on the Javelin. The O'bannon was seen trying to hit the sinking sub in the relay.

Dave Haynes DD sank in the second sortie of Small Ship Fleet. Score Allies-1000.....Axis 240

NIGHT BATTLE started at 10:00 pm with about 100 to 200 spectators. The Fleets were

Allies	:	Axis
Milholland	:	Camurati
Hamilton	:	Foster
West, Jeff	:	Destin
Hayes	:	Fluegel
Poindexter	:	West, James
Watkins	:	Schneider, B
	:	Schultz, R.

Before battle started Martian Schneider had a fire (yep, another one!) on his battleship when one of his light power wire shorted on something. His Poppet valves would not work and his freon intake was frozen open. Martian then said he thought God had decided that he should not go into the night battle. But figuring Martian would go anyway God took care of the problem.

After Camurati rammed Stan the, Orgeon City pretended to be A Fountain.

Dan Hamilton lost his ship in the dark but found it about 40 foot out just setting there like nothing was wrong.

FINAL SCORE ALLIES--1050 AXIS--2320
The anthropomorphic Axis had done it again. See you next July in Springfield. *Grell*

Thursday got off to a late start with the Captains and their ships not arriving until noon after the late night before. The first event planned for the day was to be the 3 Campaign battle which had been generating a great amount of interest all spring. A preliminary meeting was held at 1:00 to acquaint everyone with the rules and various procedures unique to the Campaign battle. Starting time was set at 1:30 and the meeting was ended at 1:25. The starting time came and went with neither side having a ship on the water and both sides being timed for the 15 minute period determining loss of sea control.

The allied fleet was the first to launch a ship with the axis fleet following soon after. The number of ships rapidly increased as the two opposing fleets launched more ships from their forward base. The first casualty was Brian Schnieder's Scheer which was ram sunk by the Salt Lake City of Chris Pearce. Chris removed his ship for the half hour time penalty a ram sinking costs. In the meantime D. W. Fluegel took his Lutzow down to the allied target area and was rapidly sunk by the concentrated gunfire of the allied fleet as they defended their shore installations. The next flurry of action occurred when the axis ran their first convoy ship from the home base to the forward base. The convoy vessel was Gerald Roberts old Katori which had been unarmed. The allied side had no convoy ship.

The Katori rapidly became the center of a scrappy little action as the axis defended her and the allies tried to sink her. The defense proved effective as a load of BBs was delivered safely to the forward base with very minor damage done to the Katori. Gerald quickly relaunched and sailed back to the supply base to initiate another supply run. In the lull that followed the Rodney and Valiant shelled the axis target and managed to destroy one store of BBs. The axis were not idle however, and the Yamato, Zara, and later the Tirpitz engaged the allied fleet and shelled the allied target. Many of the allied supply stores were destroyed in this attack, but the allied fleet drew blood by sinking the Yamato.

The Katori meanwhile started her second supply run with little opposition as most of the allied ships were at the home base being rearmed after expending their onboard ammo against the Yamato and other targets of the axis persuasion. This time a load of batteries was successfully delivered to the forward base. The next major action saw the loss of two allied cruisers, Terry Darby's Portland and Scott Uttech's Pensacola as both fleets still strived to achieve mastery of the sea. This period also saw the complete elimination of all remaining forward base supplies in the allied area for the loss of one stock of patches in the axis area. The lull following this flurry of activity saw a third succesful convoy run by the Katori, this time with a load a patches on board. With this delivery a decision was made to cease further convoy runs as the stocks were greater than could be used in the hour remaining.

A relatively slow period ensued for the next 45 minutes as the allied fleet sent units to the home base to be rearmed and then ran them to the forward base where they were removed from the water in order to build up a sufficient force for a last major effort. Terry Darby as the admiral in charge of the fleet removed 25 BBs from each ship to build up a small stock of supplies. With 15 minutes left in the battle the Allied fleet launched their all available ships which created some of the fiercest fighting during the whole event. Tom Jass's Swiftsure was a rapid casualty as she was attacked by three axis ships. The Rodney went dead in the water and absorbed many BBs prior to her five minutes running out. The Colorado of Dan Dee's was the next target but again survived his five minutes. The Campaign event ended at 4:00 with no further sinkings and niether side achieving the victory conditions. Thus the battle ended in a draw, with the slight advantage going to the axis side. All the participants were very excited about this type of battling and would like to see further campaign events. Some adjustments to the rules and moretime dedicated to the battle were felt to be needed, however.

The afternoon saw too 'mixed' fleet battles of one sortie each. M1 saw the Tirpitz, Cavour, Myoko, and Lutzow for the axis against the Wisconsin, Alabama, Texas, Pensacola (Uttech), and Portland for the allies. One of the major features of the battle was Terry Darby's misfortunes with rams. He was ramed by the Lutzow very soon into the sortie and came in to repair the damage. About ten seconds after relauching, the Tirpitz backed over him and ram sank the Portland. After refloating from this misfortune, he was ramed by the Alabama and again had to come in and repair damage. The final insult was when the Portland was combat sunk towards the end of the sortie. A busy time for Terry, to say the least. The only other sink was the Wisconsin. Her combat damage was not terribly great, but she had picked up a branch from a bush on the East shore which caused the Wisconsin to list heavily to port. The sink came during a sharp turn to starboard and the good old free surface effect of water in the hull caused the Wisconsin to roll over to Port and sink. The final score was 2070 for the axis and 1440 for the allies.

M2 saw the Vittorio Veneto, Szent Istvan, Espana, Scheer, Zara, and Nashiro for the axis against the Warspite, Maryland, Swiftsure (John Jass), Andrea Doria, and Lutzow (Barrett) for the allies. The Doria and Lutzow were assigned to the allies to even up the sides. The major event of the sortie was the Lutzow going out of control and naturally attracting many BBs. The lutzow was saved by the Doria, which ramed the Lutzow and allowed Curly to rescue his ship from further damage. The final score was 1570 for the axis to 340 for the allies.

Thursday was an exciting day primarily for the Campaign battle. Hopefully the future will see further refinement in the Campaign event and it will become a much anticipated

 Thanks----by Jeff Poindexter
 I would like to take this opportunity to thank the '86 Executive Board for presenting to me the "BRIAN SPYCHALSKI MEMORIAL AWARD" for 1986-87. I do not know what I did to deserve it, but I really do appreciate the honor. Thanks again and I will endeavor to live up to your expectations.
 J. Poindexter

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NATS TO YOU--by Jeff Poindexter

Well the '86 Nationals are history as is the Allied Fleet. Boy, did the Axis swine put one over on us! As a well known comic strip elated on another subject: What does the Axis Fleet personal have incommon with the rest of the human race? It seems, and I know its hard to believe. The Axis are basically carbon based like the rest of us.

Since I was voted in as Contest Director (and I didn't even know I was running) you guys are in for it now. Somewhere below you will find a schedule of proposed events for the '87 Nats. This schedule is a proposal only and may change accordingly to the response of other battlers.

By the way, the 1987 Nationals will be held in Springfield, Missouri again next July. The dates and times are as follows. Sunday July 12, 1987 will ship check-in, speed trials, 'hull hardness testing' etc. (See No. 3 below.) July 13 thru July 17 will be for battling. Nationals will officially end at 01:00 pm Friday July 17, 1987. (Entry fees are the same as 1986.)

It has been suggested that any light cruisers in 'Small Ship Fleet' be disallowed thier pump. Any comments.

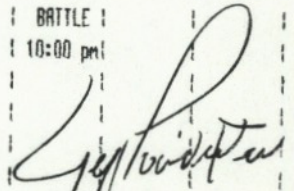
NOW COMES THE KICKERS!

(1); If anyone touches his or her ship or has someone else touch it after battle has been started thier ship will be declared "INTENTIONALLY BEACHED." There have always been only 3 reasons to touch a ship after a battle has started. (1a) Removal of gun safety pins. (1b) To inspect for and/or repair damage due to a ram. (1c) Recovering your ship after it has sunk, been declared sunk, or your '5 minute (or 2 minute) rule' has elapsed. (Example: If you put your ship in the water at the start of battle and find it listing soon afterwards, don't touch it. That is a problem you will have to live with until that sortie is over. The best way not to have a list problem is to correct it and secure everything in place in your ship before you get to Nationals!

(2); Do not repair any B.B. damage on your ship until your 'Battle Damage' report has been filled out and signed off by an opposing captain who participated in the same sortie you received the damage in. Also, do not repair any B.B. damage, between sorties of the same battle. Anyone caught not following these guidelines will be declared "WITHDRAWN FROM BATTLE."

(3); All ships will have their hulls 'Drop Tested', gun fire rate/ratio tested, be speed tested, weighed, measured, ribs counted, 'water tight' radio box measured (formula in next 'Hull Busters'). Ships may also be 'challenged' any time during the

TIME	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
09:00	TESTING DAY FOR	FLEET "A"	FLEET "B"	SMALLSHIP FLEET "A"	--	MIXED FLEET "A"
10:00	ALL SHIPS	FLEET "B"	FLEET "B"	SMALLSHIP FLEET "B"	C	MIXED FLEET "B"
11:00	TESTING DAY FOR	FLEET "A"	FLEET "A"	SMALLSHIP FLEET "A"	A M P	MIXED FLEET "A"
NOON	ALL SHIPS	FLEET "B"	FLEET "B"	SMALLSHIP FLEET "B"	A I G	MIXED FLEET "B"
13:00	TESTING DAY FOR	SHIP-SHIP-CHALLENGE	SHIP-SHIP-CHALLENGE	SHIP TO SHIP	M	OFFICIAL END OF "NATS"
14:00	ALL SHIPS	CRUISER FLEET "A"	MIX-CRUIS FLEET "A"	CHALLENGE SHIP		
15:00	TESTING DAY FOR	CRUISER FLEET "B"	MIX-CRUIS FLEET "B"	TO CHALLENGE SHIP	MIXED FLEET "A"	
16:00 (4pm)	ALL SHIPS	CRUISER FLEET "A"	MIX-CRUIS FLEET "A"	TO SHIP	MIXED FLEET "B"	
17:00	TESTING DAY FOR	CRUISER FLEET "B"	MIX-CRUIS FLEET "B"	SHIP CHALLENGE	MIXED FLEET "A"	
18:00 (6pm)	ALL SHIPS	SHIP TO SHIP	SHIP TO SHIP	SHIP TO SHIP	MIXED FLEET "B"	
19:00		CHALLENGE	CHALLENGE	CHALLENGE		
20:00 (8pm)	PARK CLOSED	PARK CLOSED	PARK CLOSED	PARK CLOSED	PARK CLOSED	PARK CLOSED
21:00				NIGHT BATTLE		
22:00 (10pm)				10:00 pm		



week. However only a captain who was in the suspected sortie may issue the challenge. if you do not want your ship tested for any reason, DO NOT COME TO NATIONALS!!

(4); AFTER YOUR '5' or '2' MINUTE RULE IS UP YOUR SHIP MUST BE PULLED PHYSICALLY FROM THE WATER BEFORE IT SINKS or IT MUST TOUCH THE WEST WALL!! Otherwise it will be counted as a combat sink.

(5); If a ship sinks due to ram damage that was not detected after inspection of a ram, that ship will be declared a combat sink. No penalty will be charged to the ship that caused the damage. So if you get rammed you better check your ship over real close.

(6); I have talked to many captains who do not like sortie averaging. It has so far worked out alright but could be a problem in the future. So not to violate the rules (it should not even be part of the rules but is) what say we require a minimum of 100 sorties to be eligible. If I hear from at least 10 battlers who like sortie averaging we may drop the required minimum down to 8 or 9. It seems we could ask each Allied and Axis fleet which Battleship and/or Cruiser Captains gave them the most grief during the week and give awards accordingly.

(7); If you and/or your ship are not ready for battle at the appointed times, your ship WILL NOT BE ALLOWED IN THAT SORTIE! This will include "Rookies" also. So don't watch the other battles if your ship

is not ready.

(8); On the proposed schedule of events you will see CFA,CFB,MCFA and MCFB. These stand for;

- (a) Cruiser Fleet "A",
- (b) Cruiser Fleet "B" (Rookie Fleet),
- (c) Mixed Cruiser Fleet "A", and
- (d) Mixed Cruiser Fleet "B".

'Cruiser Fleets' are battles that only Heavy Cruisers and smaller ships are allowed to enter. Even though Pre-dreadnaught Battleships and Battlecruisers are listed as Class 4, they still will not be allowed in these battles.

FA,FB,SSA,SSB,MFA,and MFB stand for; FLEET "A", FLEET "B" (ROOKIES?), SMALL SHIP FLEET "A", SMALL SHIP FLEET "B", MIXED FLEET "A", and MIXED FLEET "B".

CONCLUSION

Martin Schneider will fill us in on "The Friday" of the NATS and old man Jass will post the 1986 official scores. Thanks, Thanks, Thanks to all the authors! Joyfully we have two new authors, Jeff Poindexter and Curly Barrett, (please use a ruler and make your lines 4 3/4" wide).

On October 18th & 19th Dan Hamilton will be hosting the Fall S.E. Regionals. This is a big event and I look forward to seeing you there.

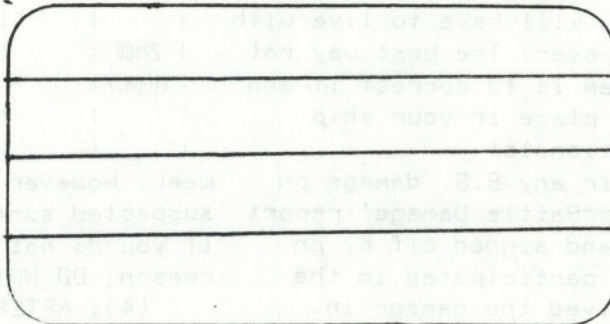
Tell Mary if your planning on coming for the first time. (Mary McDonald, Route 3 Box 558, Decatur, AL 35603: 205-355-1563).

If you are so inclined I encourage you to share with us your "Best and Worst" at the 86 NATS. Thanks to Curly Barrett for the photos. He will be composing a "Rookie of the Year" Article that I know you will just love!

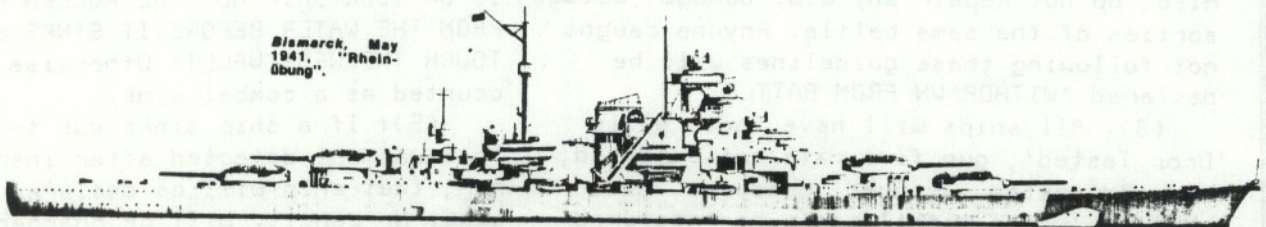
Well, as always, send those articles, dollars, photos, cartoons, logos and a 1982 Chevy Cavalier exhaust manifold to me. See ya at Decatur.

LOVE FLUEGEL

ADMIRAL FLUEGEL
A Hull Buster
3524 Gray Drive
Mesquite, Texas 75150



Bismarck, May 1941, "Rhein-Obung".



YOU MAY ALREADY BE A WINNER.

