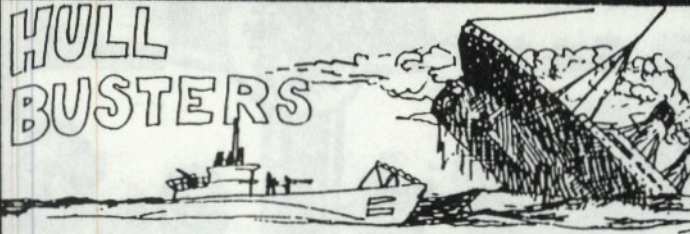


## THE 1991 NATIONALS

by Lief Goodson

HULL  
BUSTERS

August 1991

## President's Column

1991 Nationals are done, and the Axis won, but the fight was not as one sided as expected and everyone seemed to have a good time. As I stood with soggy tennis shoes on the deck of the slightly feared Warspite (2 votes) watching the almost unsinkable Bismarck (2 sinks), and the slightly stable Hindenburg (2 rollovers), I saw both fleets knee deep in enjoyment. The results will be expounded by others in other articles, I'm sure, and I will not go into them here. The pond, due to extreme drought this year, was down and had a good deal of weeds. However, the problem was not as great as it looked and the fleets fought well.

Your new executive board: Marty Hayes (Pres.), D.W. Fluegel (V.P.), Lief Goodson (Sect.), Ron Thibault (Treas.) and Tom Jass (C.D.) have been installed. New memberships should be sent to Ron for processing, Lief is now trying to get the ballot together and will be getting that out as soon as possible. You are reminded to return your ballot as soon as possible and make sure your name is on it so that we may credit those with Nationals experience with their two votes as called out in the Bylaws. As an aside note, make sure your regionals are sanctioned so that your members maintain their voting status, some members who have fought in the last two years will not get ballots because they fought at unsanctioned battles.

The Executive board were also charged with the additional duty of clarifying the Campaign rules this year, and we could stand any inputs from the membership on this.

Addresses and phone numbers for the Executive Board are as follows:

Marty Hayes	(301)-757-5593 (H)
1113 Crestview Drive	(301)-993-8013 (W)
Annapolis, Md. 21401	(301)-765-0956 (Fax)
D.W. Fluegel	(214)-681-9471 (H)
3524 Gray Drive	
Mesquite, Texas 75150	
Lief Goodson	(405)-355-4475 (H)
4419 Selkirk Ln E	
Lakeland, Fla. 32822	
Ron Thibault	(301)-768-3095 (H)
7811 Overhill Rd.	
Glen Burnie, Md. 21060	
Tom Jass	(708)-620-5835 (H)
312E Circle Ave.	
Lombard, Ill. 60148	

So this is the launching of the new combat year and the new Executive board - may the fleet face mild seas. Regionals for N.E. (Annapolis, Md., Sept 14-15) and S.E. (Orlando, Fla. Sept ??) are already set and I'm sure Texas has some planned during the remainder of 1991.

Marty Hayes, Commander of the H.M.S. Warspite

## ORDER OF BATTLE

As always, Nationals would be Allied verses Axis. Although outnumbered 18 ships (84 whole units - 19 sidemounts) to 12 ships (52 whole units - 18 sidemounts), the Axis were extremely confident relishing last years Nat's victory and the recent NE Spring Regional Allied slaughter.

## AXIS FLEET

With the exception of one rookie, the Axis fleet consisted of veteran captains who had all fought in past Nationals. With the exception of the SMS Von Der Tann, all the Axis ships were 24 seconds or faster - more reasons for Axis confidence. The Axis fleet consisted of the following:

**D.W. Fluegel - DKM BISMARCK:** The Gross Admiral was present with his "Von Fluegel Traveling Trophy" winning ship. As Stan Watkins was unable to attend, this meant that Fluegel is the only person to attend every Nationals in R/C warship history! (Congrat's, Fluegel). Fluegel's Bismarck was a veteran, but she had only seen combat once since her retirement in the mid-nineteen eighties. Would the Bismarck lead the Axis to another triumphant victory, or would she be cannon fodder for the Allied guns?

**Ken Kelly - DKM GNEISENAU:** Rookie Ken Kelly brought his 5 unit battlecruiser. Although having fought only once, she was definitely in contention for best of scale. How would Ken handle this big ship in the melee of battle?

**Wade Koehn - DKM LUTZOW:** Wade had built another Lutzow since last nationals. She had performed well in this year's Texas battling, but as the only Axis heavy cruiser he would surely be a prime Allied target.

**Carl Shaffer - DKM Z39:** Carl brought a handsome 1 and 1/2 unit destroyer armed with a stern gun and 3/32 pump. Carl felt the size and speed of his ship would allow him to get in his hits without taking any damage.

**Frank Pittelli - SMS HINDENBERG:** Frank's Hindenberg was one of three virtually identical German battlecruisers to make their combat debut at the NE Spring Regionals. In just one combat event, this "tri-pack" of 24 second, 4 unit ships had earned a fierce reputation for assaulting and sinking individual Allied ships. Was their initial success just a fluke, or the result of careful planning meticulously implemented? Frank served as the unofficial (mostly unrecognized) leader of the tri-pack.

**Nathan Blattau - SMS LUTZOW:** After review of the NE Spring Regional video tape, it was generally agreed that Nathan, with his Lutzow, could fire his guns faster than any living human being. It was this fact, coupled with the wolf pack tactics of the tri-pack which had many a Allied captain concerned about the upcoming battle.

**Mike Blattau - SMS DERFLINGER:** Mike rounded out the "tri-pack" of WWI battlecruisers. Although not as well known for a "quick stick" as his twin brother Nathan, Mike was a disciplined tactician. His fighting ability had been responsible for many Allied ship sinkings, and he served as the keystone of the tri-pack. As he had broken his hand a day earlier, it was unexpected that he would



**Lief Goodson - SMS VON DER TANN:** I was there with my veteran ship which had performed well at the SE Spring Regionals. As the only 26 second ship on the Axis fleet, would my 4 unit battlecruiser be chosen for special Allied attention? I came planning on slugging it out side by side with the enemy.

**Gerald Roberts - IJN MUSASHI:** Gerald's 1\150th Musashi was the largest ship on the water and the only 7 unit ship at Nat's. She was armed with two 30 degree pivoting turrets, as well as a third full rotating turret. Due to her large size, all her systems would have to perform well to be of benefit to the Axis fleet.

**"Dirty" Dave Haynes - IJN KONGO:** Dirty's Kongo would also be a contender for best of scale. Additionally, he had installed a nifty servo-driven rotating turret mechanism, and he was expected to be a reliable and consistent Axis battler as in the past.

**Will Montgomery - IJN HIEI:** Will's 1\150th Kongo class battlecruiser was sporting a little more freeboard than last year, but still had less than most ships. As usual, Will would be expected to sail the seas independently sinking Allied ships. Would his CD duties interfere with his battling?

**Joe Vilar - DMB ROMA:** Joe's Best-of-Scale battleship looked even better than it had last year if that is possible. He alone would represent the Italian fleet. Would his concern for superstructure damage prevent him from being effective on the water?



Vilar  
Koehn, Haynes, Roberts, Kelly, Fluegel, Goodson,  
Montgomery, Pittelli, Blattan N, Blattan M

## NEWS FROM THE NORTH

By: Brad Browne

June 7, 1991.

Hello from the great green north, the weather's now hitting the mid 20's so the boating season is in full swing. I just picked up a copy of USB&S Modeler, summer issue, and I must congratulate Tom on a job well done in writing both articles. They were both well thought out and well written. Again, a job well done Tom.

Well, by the time this thing gets printed up, it'll be the August issue. I'd like to print a retraction of part of my article in the April issue. On page 769, The stuff about the Tone class cruiser was written based upon a bit of false information that I recieved before I got my copy of this year's rules. By the way, if anyone is interested in buying a set of Tone plans, I've got a set for sale. The Graf Spee will likely hit the water sometime around mid July to early August. I have already finished most of the superstructure, and I got a neat idea for when (not if) it gets sunk. When ships sink, they leave behind bits of flotsam, i.e. life rafts, people, deckchairs, bits of wood, etc. Now, since I haven't seen a battle yet, I don't know if when ships sink they leave much flotsam, but if you want to add a little realism to a sink, put some men on your ship. When I say men, I mean those little soft plastic ones you can buy in hobby shops. I know that they are rather out of scale, even if you buy the HO scale guys, but in real life, when ships sink, they usually leave survivors. Even the Hood left three survivors. Since the little guys float, they can be scooped up easily with a screen filter, and best of all, unless it's a really windy day, they will mark your ship's resting place with a reasonable degree of certainty. So next time you fight it out,

before you go out, buy a box of these guys, and put them somewhere in your ship's superstructure (the higher the better so they don't get too shot up) in such a way that they can float free when she sinks, and presto, instant crew struggling in the water!

The last local boat show that we had, there was a local company that sold radio expanders. A 12 channel expander for \$114.95 US. I've seen the thing, it looks and works great. It's also small. 3 by 4 inches. If you want more info, contact JEM R/C Electronics Research, Box # 28003, Crystal Beach P.O., Nepean, Ontario, K2H-9R7 (SASE).

Addressing a note of concern of mine, I took a look at the ship list the other day, and noted an absence of ships from the world's third largest navy at the end of WWII. That's right. There's not one Canadian ship on that list. Not one Corvette, not one Tribal class destroyer, not one CVE, nothing. We are members of the commonwealth, but we're not a British colony any more, in fact we declared war on Germany seperately from Britain. As a Canadian myself, I am not too pleased by this lack of consideration from you Yanks. I will be forwarding a list of Canadian ships to Tom Jass on the hope that he will be attending the Nat's (since I can't) and he can bring it up at the rules meeting. I admit that I am an Axis builder, but I'm still Canadian at heart. I build Axis because their ships are better.

Thanks to those who expressed interest in the U-boat plans, they're still available, if anyone wants a copy, drop me a line (and a SASE).

Thanks also to Lief Goodson for his article on turrets, Making a mould will mean that I only have to make one balsa copy of a turret for my Graf Spee. Look at a picture of one, it has 13+ different facings. Good luck making two identical ones (out of balsa)

On a final note, I've been having more troubles with my U-Boat, burning out a drive servo. Oh well, good luck to those of you who got a copy of the plans from me. I hope you have better luck than I do.

Good luck all, and remember, God Loves you all.

*Brad Browne*



## ALLIED FLEET

The Allied fleet drew confidence from the fact that they had sidemount parity unlike at the previous Nat's. Although they were hopeful, they did not display the same confidence as the Axis. Also lending to their uncertainty was the lack of an established fleet admiral. The Allied fleet consisted of the following captains/ships:

**Cris Pearce - HMS QUEEN ELIZABETH:** Cris brought his 5 unit battleship, and would be expected to fill the void left by Dan Hamilton's absence. Cris is now a respected veteran and is experienced at battling the NE Axis.

**Marty Hayes - HMS WARSPITE:** Marty's WWI configuration of the Warspite would be in its third Nationals. Would his ship's experience make it better or just worn out? The upcoming battle would tell.

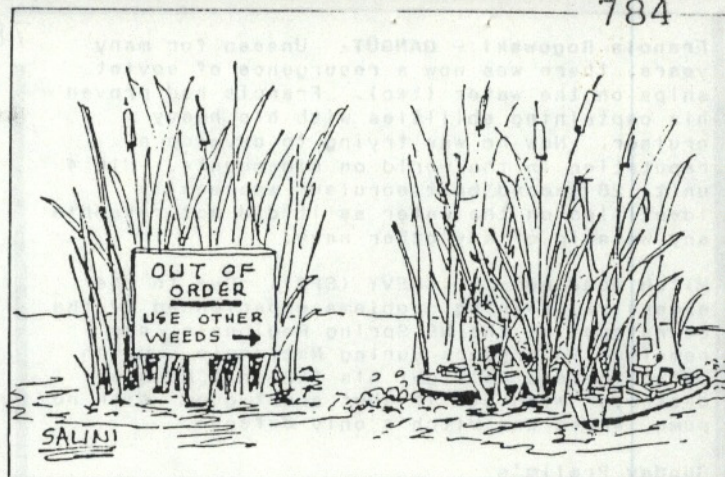
**John Jass - HMS TIGER:** As the only 24 second Allied capital ships, the two Tigers would be expected to carry the battle to the Axis. John was attending his first Nationals in many years. Would his Best-of-Scale contending Tiger be adequate for his side-by-side slugging battling style? Would the pump problem he had experienced at the SE Spring Regionals happen again?



John Jass, A survivor from the Tiger

**Paul "Doc" Dearing - HMS TIGER:** Doc had been one of the few allies to escape sinking at the NE Spring Regionals. He had a good and reliable ship which had won the respect of the NE Axis, but would that mean anything to the rest of the Axis fleet?

**Steve Baker - HMS INVINCIBLE:** Steve Baker brought his SE Travelling Trophy winning ship from Georgia. Undoubtedly the Invincible had less freeboard than any ship on the water. This made him hard to hit, but might also make him vulnerable to a quick sink in the plethora of Axis capital ships.



**Tom Jass - HMS BELFAST:** Tom was ready with his experienced 3 unit heavy cruiser as usual. As the most veteran cruiser captain on the Allied fleet, he was expected to set the example for the lesser experienced cruiser captains. Had his fame from his magazine articles gone to his head?

**Jim Pate - USS INDIANA:** Jim's 6 unit battleship was sporting some of the highest technology in the hobby. Jim also boasted of two pumps each capable of pumping almost two gallons a minute. As a symbol of Allied strength, the Indiana would be selected for special Axis attention.

**Steve Andrews - USS MASSACHUSETTS:** After experiencing some teething problems at the NE Spring Regionals, Steve's battleship was ready for revenge. As one of only two 6 unit ship captains on the Allied fleet, Steve would serve as a fleet admiral for the Allied fleet.

**Danny Schultz - USS MARYLAND:** Although there were rumors that Danny was going to fight the USS Iowa with its built-in TV camera, he showed up with his veteran USS Maryland. The 5 unit, 26 second Maryland has improved with each event and might be a factor in the forthcoming melee.

**Ron Thibault - USS ARIZONA:** Ron's Arizona (of Pearl Harbor fame) was another ship in the low freeboard category. Ron's pump was on continuously to compensate for this freeboard shortfall. Ultimately, the battle would determine whether freeboard would be a friend or foe to Ron's 5 unit ship.

**Cris Au - USS CHICAGO:** This 3 unit cruiser and its rookie captain benefited from much one-on-one battling and construction help from Cris Pearce. The ship was proven, but how would its captain stand up to the concentration of Axis battlecruisers?

**Rick Whitwell - USS HOUSTON:** Rick brought his 3 unit cruiser for its second Nationals. Would Rick's past experience be enough to help him survive in the sea of capital ships?

**Bart Purvis - USS NASHVILLE:** Bart had avoided sinking at both the Fall and Spring SE Regionals. Surely the Axis would not let this overconfident Rookie escape Davey Jones' Locker for the whole week! Bart's Nashville might also make some claims on the Best-of-Scale awards.

**Adam Thibault - USS LOUISVILLE:** Ron Thibault's son Adam would be making his combat debut with Ron's veteran 3 unit cruiser. Adam might set the record for the youngest captain to participate in a sanctioned RC warship combat event at 8 years of age.



Francis Rogowski - GANGUT: Unseen for many years, there was now a resurgence of soviet ships on the water (two). Francis had proven his captaining abilities with his heavy cruiser. Now he was trying to develop a reputation in the world on sidemounts. His 4 unit, 26 second, battlecruiser was easily identified on the water as it did not resemble any warship of any other navy.

Mitch Henshaw - BOLSHEVY (SP?): Due to the excessive teething problems experienced by the Sevastopol at the NE Spring Regionals, she remained in drydock during Nationals. Mitch opted instead to fight his 1\2 unit Russian destroyer with its 10 shot spurt gun. With no pump, speed was Mitch's only defense.

#### Sunday Prelim's

I arrived at the lake in early afternoon, missing some of the British battlers who had already come and gone. The lake was very low due to a lack of rain. The lake also seemed to have moss everywhere, especially on the allied end of the lake. It was apparent that most of the fighting would have to be in the large area at the Axis end of the lake. Will had his soles out and weighed everyone's ship. Wade's Lutzow was over weight. He said he would dremel out sections and change to a smaller battery so he would be legal for Monday battling (which he did). Will also speed tested pretty much everybody until they were at the right speed. As usual, Fluegel was looking for some rookie to shoot with his Bismark, but none were on the water. I decided to oblige him by shooting at him first - initiating a five minute broadside exchange. It was great! As the day progressed, the battlers one by one pack up and headed back to the hotel for the captains' meeting.

The captains' meeting was held at the hotel in a room which had been converted to a conference room. The MAG battlers brought chairs and we managed to fit all twenty eight battlers snugly in the room. Site Host, Frank Pittell and Contest Director, Will Montgomery had everything impressively organized. The meeting went smoothly up to the point when we tried to resolve frequency conflicts, which is always difficult. Amazingly, we were able to resolve all conflicts except one, due to the lack of Channel 86 Futaba crystals. It was decided that each fleet would be divided in half by their admiral and lineups exchanged just prior to battle. We also agreed to try to get Channel 86 crystals Monday at lunch so everyone could fight at once. At the meetings end, everyone slipped away for final preparations for the upcoming battle.

## A FACT!

by Fluegel

I have always felt a screen placed directly over the pump inlet was a bad idea. It seemed it would mess up the vortex at the inlet. Well, after the second scuttle of the Bismark (both due to trash in the pump) I decided I would test the backup screen on the pump inlet. The results, without the screen one gallon per 45 seconds, with the screen on one gallon per 45 seconds.

To battle without a secondary screen over the pump inlet is taking a risk without a reason.

## NAT'S 1991 PATUXENT POND, MD MONDAY JULY 15 BY Sub Lt Steve Baker

Monday's First Fleet Battle was a split fleet event due to freq conflicts. This concept worked very well allowing us to get in two fleet battles of 2 sorties each and were very enjoyable. Fleet 1A consisted of the following Capt's and Ships.

Axis:	Allied:
Mike Blattau - Lutzow BC	Cris Au - Chigago CH
Nathan Blattau - Derfflinger BC	Paul Broring - Tiger BC
Lief Goodson - Von Der Tann BC	Jim Pate - Indiana BB
Ken Kelly - Gneisenau BB	Chris Pearce - QE BB
Frank Pittell - Hindenberg BC	Francis Rogowski -

	Gangut BC
	Ron Thibault - Arizona BB
	Rick Whitsell - Houston CH

Total units - 22.5

Total units - 32

#### FLEET 1A - 1ST SORTIE

The First Battle started with a big surprise as with less than 10 seconds to go Fluegel/Bismark discovered that he had left his Transmitter back at the barracks! Could the Allies recover from losing this juicy target? Would the Tri Pac make good on their threat to single out and destroy Allied ships as they had at NE regionals?

The initial battling took place at some range in the Eastern Ocean with the usual swirl of activity. The QE took a bad ram from one of the Derfflingers. The only difference in these ships was very minor details of the masts so it was hard to tell who did what sometimes, but all three of the Derfflingers would take ram penalties in this battle. As the QE limped in for emergency repairs Jim Pate with the Indiana was plastering one of the Derfs. The Gneisenau circulated at some range as her Captain, Ken Kelly, sought to keep this beautiful ship out of trouble in the early going.

As the Allied fleet concentrated on inflicting damage on Gneisenau at long range, the QE/Cris Pearce was in need of some assistance. Disengaging from the Gneisenau, the Allied fleet made best speed to return close ashore just as Von Der Tann/Lief Goodson returned to the battle from ram repair. Tiger/Doc Broring were seen to be pumping hard. Arizona rams Derfflinger/Nathan. Tiger and Von Der Tann engage heavily and Lief comes in on a ram check. Indiana's pump is incredible! She's taken enough damage to light off her main pump which is almost as effective as her guns! QE and Gangut/Francis Rogowski show extremely aggressive battling styles. Tiger and Von Der Tann go at it again as Hindenberg/Frank Pittell call a ram on Arizona.

Von Der Tann goes dead in the water on 5 as the Derf's come in to aid their comrad. Von Der Tann is rammed by someone - Frank I think. Lief takes a step into the pond and immediately sinks to his chest! It's a Beautiful lakell! Having checked his ship for ram damage and finding none Lief retires to the shore and battling resumes. Gangut beats heavily on Von Der Tann. Arizona scores shots on one of the Derf's. Von Der Tann is sitting quietly pumping steadily, but in no danger of sinking waiting out her 5. Indiana heaves to along side the wounded Von Der Tann and Nathan/Derfflinger unloads with one of his incredibly fast series of side bursts into Indiana whose pumps are now both blazing away. Lief dives head first into the pond to retrieve Von Der Tann as her 5 minutes elapse. What a man!! The Derfflingers now concentrate on Indiana as they smell blood. The call goes out for help as Nathan pumps side mounts into the stricken down. Tiger comes in off of 5 minutes badly mosed and unable to help Indy. Gangut comes off of 5 after running interference for Indy. The Derfflingers continue to run the Indy to good effect as the big BB succumbs to her wounds (1-31-9) and sinks.

#### FLEET 1B - FIRST SORTIE

Fleet 1B consisted of:

Axis	Allied
Dave Haynes - Kongo	Steve Anderews - Mass. Wade
Koehn - Lutzow	Steve Baker - Invicible Will
Montgomery - Hiei	Marty Hayes - Warspite Gerald
Roberts - Musashi	John Jass - Tiger
Joe Villar - Roma	Tom Jass - Belfast
	Bart Purvis - Nashville
	Danny Schultz - Maryland
	Adam Thibault - Louisville
	34.5 units

26.5 units





As I participated in this battle and was unable to get anyone to tape a commentary for me my recollections of this event are rather limited in scope. Danny Schultz/Maryland and my Invincible tried to work together in this sortie. Standing on the middle island of the Central passage we gamble being stuck there vs the advantage of being up sun. This move also limited our ability to move to other areas of the pond so we patiently waited for the battle to swirl our way. We didn't have long to wait and were soon engaging Dirty Dave Haynes/Kongo, Gerard Roberts/Masashi, and Will Montgomery/Hiel. Those Japs are tough! At some point Invincible took a blast from what looked like a double or tripple mount opening up a large hole just below the waterline and began to pump in earnest. I went on 5 immediately and made it. John Jass was in trouble from what turned out to be the old problem of reversed pump polarity. Tiger survived the sortie. No one sank in this sortie and only one ram took place as Invincible rammed Kongo.

**FLEET 1A - SECOND SORTIE**

The sortie starts with Gneisenau out in the cheap seats. The QE and Gangut work on Von Der Tann. The Derfflingers provide aid to VDT who took a good bit of damage in the first sortie when she went dead in the water. QE keeps the pressure on VDT as they swap side mounts. Gangut now presses home her attack on VDT. Lief must be loving this. You know how he loves getting this kind of battling opportunity! Frank Pittelli/Hindenberli now commands the other Derfs to work on Gangut. Could this be the first time we'll see the Rat Pack Tactics in action? QE shows an extremely aggressive battling style as she seeks to sink the VDT and inflict damage on her protectors. Her hard work pays off as VDT submerges with 65-5-10. Now the Rat Pack turns to Gangut in earnest. Gangut narrowly wins the race to Danny Bottom Straits and escapes. Tiger/Doc Broring and Houston/Rick Whitsell are out menacing Gneisenau at long range as QE

has a go with the Derfs. The battling begins to wind down. Gneisenau comes in close and is rewarded with a ram by QE. The dust settles and points are scored. Fleet 1A is an Allied Victory!!! 4870 - 4280 The Axis swine are stunned to find out they have a fight on their hands!

**FLEET 1B - SECOND SORTIE**

Invincible calls 5 as soon as war is declared, pump at full stream and hoping to stay put. Tiger seeks to provide escort(thanks John!). Unfortunately Hiel smells blood and proceeds to make me run and adds to the damage. With about 1:20 left on the clock Invincible settles by the stern and sinks (14-6-8). Tiger then proceeds to engage Musashi. Marty Hayes/Warspite and Hiel swap match point bb's. Bart Purvis/Nashville is extremely low in the water having forgotten to turn on his pump and struggles to get ahead of the damage. Doc Broring coached Bart out of the woods as Warspite and Steve Andrews/Mass. held off Hiel. Maryland gives Joe Villar/Roma some stern shots. One by one the ships go on 5 and the battle slows down. Fleet 1B ends in an Axis Victory. 4820 - 2005.

**SECOND FLEET BATTLE**

**First Sortie**

During the lunch break our last freq conflict was resolved allowing us to put 25 ships on the water! Some radio problems still cropped up. Once again I participated in this one and didn't get to tape a commentary so the details are sketchy. After polling the participants for notable incidents John Jass told of both the Tigers engaging Lutzow and accomplishing nothing. The big story here was the Bismarks venture into Villar Bay. I was standing out on one of the islands when I saw the Bismark/Fluegel chasing an unidentified American CH (Chicago?) into Villar Bay towards Danny Bottom Straits. For the folks at home Villar bay is a Very small piece of water to put a Bismark into and even harder to get out of. I can remember seeing QE, Warspite, Mass., Invincible, and others just pounding the crap out of Bismark as Herr Fluegel commander her though at least a 12 point turn in an effort to get out of there. He paid the price by getting first sortie damage of 71-11-16!!!

**Second Sortie**

Fluegel's fun continues! I think we shook Fluegel up a bit in the first sortie because he put Bismark in the water for second sortie with her guns pinned. Of course he didn't know that! As soon as he found his guns not working he went on 5 and ended the battle with a score of 71-11-16. Fluegel says it's his head!!! Tom Jass/Belfast showed off a novel style of launching his ship by dunking his transmitter at the same time and had to withdraw. At some point Von Der Tann sank (17-0-6). I think Liefs pump failed to come on. Unfortunately I don't recall any other significant details. I know they happened but was unable to record them. Final score - 8695-7405. Another Allied Victory!!!

What a great start to NATS!!! I would like to thank the MAGS for having NATS this year. Will Montgomery did an outstanding job as CD. Frank Pittelli was a wonderful site host and both of the days I was able to attend were well organized and lots of fun!

**FIRST FLEET NEWS**

Dateline: Amarillo, Texas  
 First Fleet of Amarillo is having a two day non-sanctioned battle on August 17th and August 18th, 1991. Entry fee will be \$3.00 for the first ship and \$2.00 for any other ships you bring. Due to the dry weather be advised to contact James West at 806-383-0566 to be sure there is enough water in the lake to have a battle. Also contact James if you need a place to stay for the two days.

James West  
 1255 Iris  
 Amarillo, Texas  
 79107

1H# 806-383-0566

**Terrible Tuesday...**

**By Chris Pearce**

Tuesday at Nats began with the Allies confident after Monday's victories. The Axis, on the other hand, seemed subdued, and not nearly so cocky, except for some, whose grasp on reality has never been doubted. It seemed as though we were putting the lie to the Axis' "easy victory" theory.

The Allied strategy for the day was to be the same as Monday. The 24 second fleet was to pick around the edges, harass and pursue the fleeing enemy, while the 26 second fleet was to stand together and slug it out. A new twist was added, though - Danny was to wait out the beginning of the battle, and join in the action as the Axis started calling five.

The Axis strategy, on the other hand contained the



usual amount of fantasy that we have grown to accept. The target for the day, according to Fluegel, was Bart Purvis's Nashville. Very little was said, aside from that. Apparently it was assumed that teutonic superiority would win the day.

As for myself, my day started with yet another speed test. It seems that one of the aforementioned deluded Axis factions thought that 26 seconds for a battleship means that they should be able to run all over it like a convoy ship. To their dismay, I passed. (As an added note - although the QE's speed varied, it never failed a speed test, or hull hardness, or. Apparently these deluded ones can't believe that an Allied ship can beat them in a fair fight.)

That nastiness aside, we began the first battle. The fleets were complete, except for the Axis' Gneisenau, and the Allies' Chicago and Tiger (Jass). At the whistle, the Indiana and QE, rooted out a skulking Z-boat. Unbeknownst to us, however, the battle was being decided in the islands, where Paul's Tiger ran aground and took 66 below, along with other nastiness. The Arizona was also punished heavily trying to defend her.

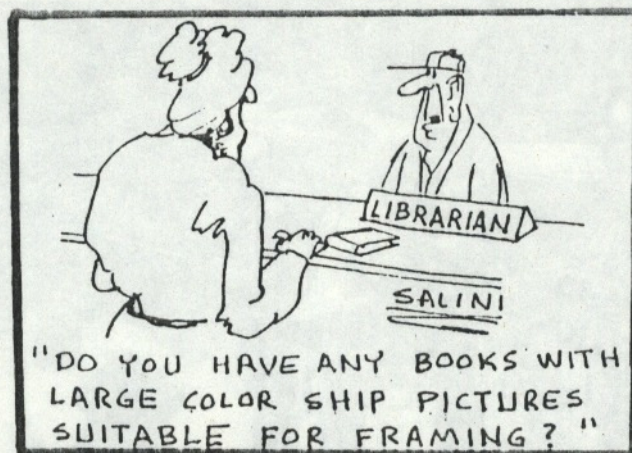
In the center of the action, Jim and I encountered the Bismark, which was leaving the scene of destruction. We attempted, and succeeded in wreaking some havoc on Fluegel, and he was chased into a moss bed on five. Not wishing to become entangled, I returned to the action, to find the Roma harassing (or being harassed) by Rick's Houston, and other cruisers. I joined the formation, and surprised Joe with a burst of rapid fire from my port side mount. (Apparently, he mistook the QE for a cruiser... I guess 1/150 scale has its advantages.)

Bart's Nashville, on the other hand, was leading a charmed existence, being pursued by several battlecruisers, and not seeming to take much damage. At this point in the battle, the participants in the Tiger melee began to leave the scene, and Danny joined the action to bolster the Allied cause. The battle wound down to what was essentially a two on two, between the Musashi and Z-?? and the Maryland and QE, which, after dumping the rest of its side mounts into the Musashi called five, leaving Danny to defend the field. The most stunning event at this point was watching Gerald's triple stern guns bounce off the sides of the Maryland. Perhaps Gerald forgot to tweak...

At any rate, the first sortie was a definite loss for the Allies, with about 5000 points being scored on Doc's Tiger, including his withdrawal. The Arizona was likewise in severe trouble at this point. Reinforcements came, however, in the form of John's Tiger and Chris's Chicago, for the Allies, and Rookie of the Year (Congrats!) Ken Kelly's Gneisenau for the Axis hordes.

As the second sortie began, we realized that we had been hurt in the first sortie by having our capital ships strung out all over the lake, and resolved to keep them together in a group, so that the Axis would have to fight the stronger ships in order to get at the weaker ships. Unfortunately, that's not what happened. Will's Hiei, encountered little opposition while chasing down the Arizona, which sank later. Danny then proceeded to run the Maryland aground for unknown reasons. Axis ships rushed to the target, and in turn provided fine targets for the Allied battleships who were eager to provide them with portholes.

Somewhere in this period, Fluegel's Bismark sank for the first time in the week, due to a clogged pump, and excessive damage. Steve's Massachusetts, and others administered the coup de grace. It has been rumored that



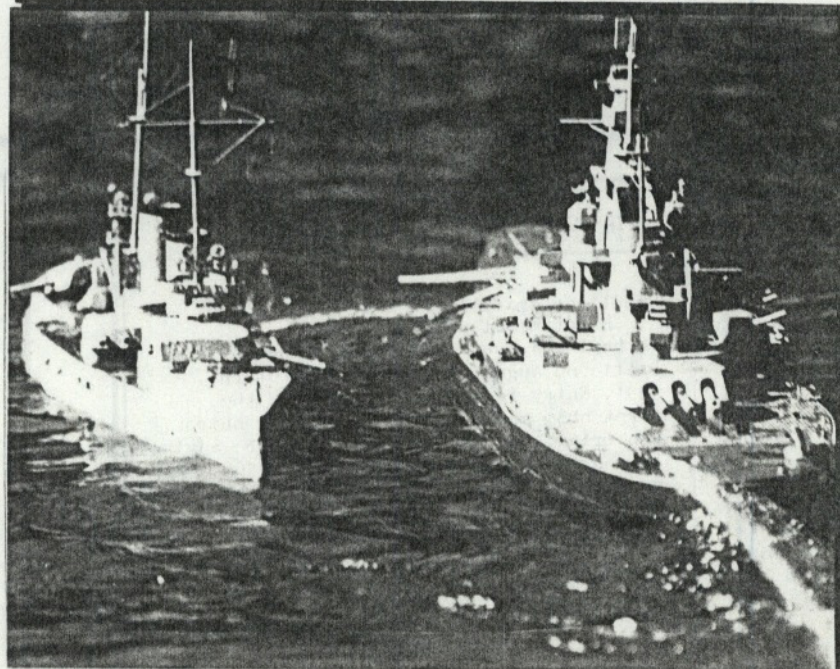
## OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins, 7/20/91

It is very different to be at home at 9:30 pm on the Saturday after Nationals and not know one thing about what happened. Sure, many years I have not known how things happened but this is different. Total ignorance about Nationals of my own hobby. I sure did miss everyone. Fluegel is now the only person that has been to every Nationals. I thought surely I would have that title. A thousand questions are going through my mind. How many times did Fluegel sink? How many times did Jim Pate sink Fluegel? Which team won? Was it Allied vs. Axis? Where is Nationals going to be next year? Was the moss bad? How did Campaign go without Dan Hamilton to keep us straight? Has Fluegel replaced his glasses that he shot out? When will we reduce gun muzzle velocity? Who had the best cruiser? Well, since I don't know anything about it I should probably close.

God bless you all. Lets battle!

Stan *Stan*



Lief's Von Dor Tann, Jim's Indiana gets it.



angelic choruses were heard amongst the Allied cheering, but reliable sources report that it was only the Allied morale which was in heaven after this tremendous occasion.

Meanwhile, back to earthier topics, Danny was still aground and getting pounded, until Jim's Indiana pushed him into open waters, where the Maryland sank, hopefully saving us another 5000 points. About this time, David's Kongo caught a stick, and he called five out of control. Unfortunately, on the way to the scene, I rammed Nathan, who (wisely?) took all five minutes to patch a small hole, so that I was not able to capitalize on this opportunity, but rather had to watch, as the remaining Allied captains vented their ammunition on the hapless ship.

Photo by Gerald



Jim's Indiana gets it

At last, Nathan returned, and quickly called five, leaving me to empty my sidemounts (again) into Gerald. This done, the Q.E. went on five, and the battle wound down. After counting, the Axis had pounded out a large victory, thanks to the considerable help they had received. However, to their dismay, Bart survived...

John Jass Practices long-range gunnery.



The next event for the day was the anticipated, and oft dreaded Campaign battle. Fluegel's Bismark was out, due to a wet radio, but other than that, it appeared that the fleets would be at full strength. Being Allied Admiral, I helped set up the initial strategy and fleet arrangements, and then set to prepare my convoy ship, and warship for the conflagration.

The Allied strategy for the event was simple - muddle through this the best we could, get our convoys through, and sink the Axis convoy ships. The Axis strategy, it turned out, was quite similar, except that they were depending on their four convoy ships to give them a significant advantage over our two.

The battle began with the Allied convoy fleet unready, and within a short while, one ship was somewhat accidentally launched on its mission, while the other was awaiting its captain. Marty's Generic, piloted by Mitch, was assisted in its run with a convenient ram by Frank, which Will (Awesome job, CD!) ruled to be worth a free mission, even though it was only superstructure, not hull damage. My Andromeda, with Bart at the helm, however, was forced to fight all the way to the forward base.

Upon their arrival, the Axis launched their convoy ships, which suffered from moss, and the attentions of Doc's Tiger, and Francis's Gangut. The Atlantis, piloted by Ken, went dead in the water, and was finished off by the Queen Elizabeth's broadsides, while the other two finished their journey. The Allied convoy ships then launched, for the return trip, and were sunk by Will and the dooflingies, the Andromeda's sinking being helped by a loose transmitter battery. The Generic was left alone to keep the Allies supplied.

The Axis ships likewise suffered during the battle, at one point having to wait out a target check while taking on water from previous damage. The battle became a blur (to me) at this point, as I set to the business of keeping the Q.E. filled and on the water. Marty's Warspite sank while guarding targets, due to a pump that didn't seem to do the job, and Wade's Lutzow sank because of a poor deck seal and no battle damage. Chris's Chicago, meanwhile, decided to run out of control and back all the way across the lake, but apparently had a better deck seal than the Lutzow, and so didn't sink. At one point, Frank was seen ignoring his ship, and even handed his transmitter to an Allied captain, as if daring us to do our worst... and we did. The Gangut and Q.E. together dumped a couple of hundred rounds into the Hundenburg, and then, in an act of frustration, I proceeded to ram him at full speed. Unfortunately, the Hundenburg didn't sink, but neither was it seen on the water again for the rest of the battle.

An amusing incident occurred when the Tiger (John's) and Steve's Invincible were attacking the Axis target - the Roma appeared to defend the targets, but after Steve threatened to remove Joe's superstructure with his high angle guns, the Roma left the scene. Lief also contributed greatly to the Allied cause by ramsinking the Generic for another free mission - the Von der Tann's bow actually damaged balsa on the exiting side of the ship.

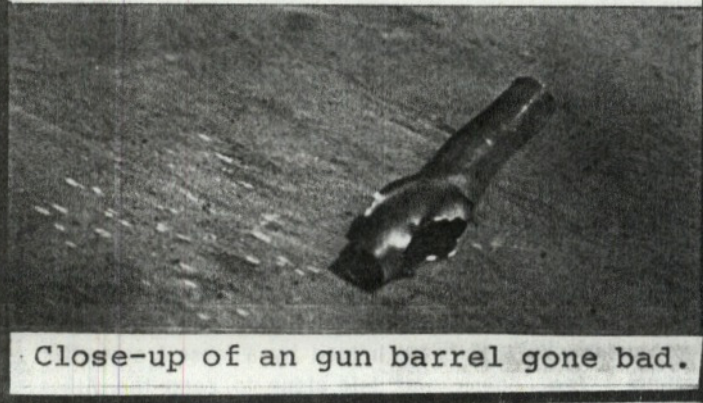
Later in the battle, we Allies were keeping ourselves supplied; however, we knew that the Axis, with their excess convoy ships, were building up a surplus. We decided to hang with it and try to prevent a strategic victory. To this end, Jim's Indiana remained at the targets while out of



ammunition, and just absorbed many shots from the Musashi, which could have destroyed our (few) remaining cups. As the battle ended, the Q.E. and Gangut poured on the heat and sank the last three Axis convoy ships on the water.

The battle ended in a minor tactical victory for the Axis, as the ram penalty points balanced out, and our seven convoy sinks were worth a lot, but not as much as the Axis' two convoy sinks and excess supplies.

In the end, Tuesday was a significant victory for the Axis, but we Allies were confident that with a little teamwork, and better luck, we could turn the tide in future battles. Sorry if I missed any good stories here, but with no video and only inadequate audio notes, I have only my somewhat biased memory to work from... Let's hope that next year's Campaign is even more fun than this year's (I actually enjoyed it after about the third or fourth sortie), and who knows, if the Allies bring some convoy ships, we might even win... I'll be looking forward to it!



Close-up of an gun barrel gone bad.

## THE 1991 RULES BALLOT

by Fluegel

This is not the official ballot. It was sent to me from Lief as a proposed ballot. Lief is our secretary and all E-board members received this ballot. I cut these segments from Lief's initial documents. Again, this is not the final ballot.

The purpose of this listing of proposed rules is to allow the members to discuss the proposals.

- (A) Speed testing will be by challenge only and may be conducted immediately before a sortie begins or immediately after a sortie has been fought. The ship being tested may not be opened or modified in any manner before the test is performed. The test will be conducted using the batteries that exist in the ship at the time the ship is challenged. Pumps may be turned on only if the ship is in danger of sinking during the speed test (or if the pump is always on or automatic).

If a ship is found to be in violation, the following penalties will be assessed against the offending captain's individual score.

VIOLATION	PENALTY
a) First Violation (Subsequent Violations)	Warning
b) Less than one second fast	100 points
c) One to two seconds fast	200 points
d) Over two seconds fast	300 points

## THE GUIDE TO UNDERSTANDING R/C COMBAT RULES (the BUBBA factor)

By Scott Lide.

1. THE BUBBA ALWAYS MAKES THE RULES.
  - a. The rules are subject to change at any time without notice.
  - b. No non-bubba can possibly know all the rules. Nearly all BUBBA'S are born with this knowledge.
  - c. If the BUBBA suspects that the non-bubba knows any of the rules, the BUBBA may immediately change any or all of the rules.
2. THE BUBBA IS NEVER WRONG.
  - a. If the BUBBA is wrong, it is because of a misunderstanding which was a direct result of something the non-bubba did or said wrong.
  - b. If rule #2a applies, then the non-bubba must apologize immediately for causing the misunderstanding.
3. THE BUBBA CAN CHANGE IT'S MIND AT ANY GIVEN POINT IN TIME.
  - a. The non-bubba must never change it's mind without express written consent from the BUBBA.
4. THE BUBBA HAS EVERY RIGHT TO BE ANGRY OR UPSET AT ANY TIME.
  - a. The non-bubba must remain calm at all times, unless the BUBBA wants the non-bubba to be angry or upset.
  - b. The BUBBA must under no circumstance let the non-bubba know whether or not the BUBBA wants the non-bubba to angry or upset.
5. ANY ATTEMPT BY THE NON-BUBBA TO CHANGE ANY OF THESE RULES COULD RESULT IN DISASTROUS CONSEQUENCES FOR THE NON-BUBBA.

(regarding the annual championship awards).

- (B)
- d. Points acquired from non-scheduled combat events will not go towards calculating sortie averages.
  - e. During non-scheduled combat events, only the points scored in excess of the opponent's points will be awarded to the winner(s) of that event.

(Example: If combatant A inflicts 800 points in damage to combatant B's ship, while combatant B inflicts 500 points in damage to combatant A's ship, then combatant A will be awarded 300 points and combatant B will be awarded zero points.)

Under Bylaw paragraph IV. AWARDS, G. (page 12) add the following section 5:

### 5. Individual Combat Trophy

- a. Only the winner(s) of non-scheduled combat events (one-on-one or group) will be awarded points. Only the points scored in excess of the opponent's points will be awarded to the winner(s) of that event. (Example: If combatant A inflicts 800 points in damage to combatant B's ship, while combatant B inflicts 500 points in damage to combatant A's ship, then combatant A will be awarded 300 points towards the Individual Combat Trophy and combatant B will be awarded zero points for this event.)
- b. The combatant who has accumulated the greatest number of points (as defined in a. above) in non-scheduled combat events will be awarded the Individual Combat Trophy.

- (C)
- b. A rotating turret\gun is defined as any turret\gun that can be position under radio control in more than one quadrant. A turret\gun that is only position within one quadrant during a sortie is not considered a rotating turret\gun, and may therefore be used by any ship class. A non-rotating turret\gun may traverse a maximum of 30 degrees under



- (D) "Only Class 1, 2 and 3 ships may be armed with spurt guns."
- (E) "Ship classes 5 thru 7 are allowed zero (0) percent over the Heavy Model Weight"
- (F) "If the additional rudder surface area is utilized, all rudders must function."
- (J) o. A battler may not announce "Five Minute/Two Minute Rule" while anyone is in the water.
- (K) 10. Maximum model weight shall not exceed the heavy model weight (as listed in the Ship List) plus 10%.
- (L) E. 3. a. (page 5) replace the word "Joystick" with "control".
- (M) "The contest director will assess ram damage penalties of 50 points for superstructure damage, 100 points for hull damage above the waterline, and 200 points for hull damage below the waterline."
- (N) Central Florida - (Vote yes or no)
- (O) 27 thru 31 July 1992 - (Vote yes or no)
- (P) 4. If a ship has a scale rudder or rudders which have more surface area than allowed above, then that ship may have the scale surface area if it can be substantiated. Said ship must be submitted to the Executive Board for a ruling as to its acceptability.
- (Q) "By a majority vote of the participating captains, a "Thirty Second Moss" rule may be invoked for a combat event."
- (R) If a ship on the "Five Minute/Two Minute rule" rams (or is rammed by) his own teammate, the captain on "Five/Two" must stop his timer while the ram is checked.
- (S) a. All ships must have a pressure relief mechanism between the tanks and valves consisting of at least two (2) inches of plastic tubing (250 maximum PSI) or a manufactured pressure relief valve set at 250 PSI.
- (T) "Battleships.....LOA >= 720'.....24 sec/100"  
(NOTE: This would only affect the North Carolina and Nagato class of battleships, increasing their speed from 20 to 24 sec/100'.)
- (U) B. All battlers at a sanctioned event must have proof of NAMBA and IR\CMWCC membership.
- (V) Under Bylaw paragraph II. CONSTRUCTION AND CLASS RULES, i., all ship speeds will be slowed down by two seconds (i.e. if a ship is currently 24 seconds it would be changed to 26 seconds).
- (W) CLASS 7 ...  
7 Units  
Battleships > = 44,000 tons to 59,999 tons
- CLASS 8 6 1/2 units  
Battleships > = 40,000 tons to 43,999 tons  
...

(NOTE: This change would only affect The IOWA and VANGUARD class battleships, moving them from 6 1/2 units to 7 units.)



" I DIDN'T SAY ANYTHING MISTER. HE SAID IT. ... HE SAID IT...! "

### BATTLE DATE

The third stone of the TEXAS TRIPLE CROWN will be waged in Dallas. The date is August 24, 25. Call Fluegel at 214 681 9471 for information. This battle is not sanctioned.

### Wednesday at Nat's

by Lief Goodson

For most, Wednesday at Nationals is a day of rest, a day of sightseeing, or a day spent with the family. This Nat's many battlers took the opportunity to visit the many area naval landmarks such as the Naval Academy, Naval Museum, or the Naval Institute Press. For the younger, hungrier battlers, Wednesday is a day for making reputations and honing their battling skills in one-on-one and small group duels. Wednesday is traditionally the day of the small ship (destroyers and light cruisers) fleet battle. Unfortunately, there were not enough small ships this year to have such a battle. Finally, Wednesday is the day of Night Battle.

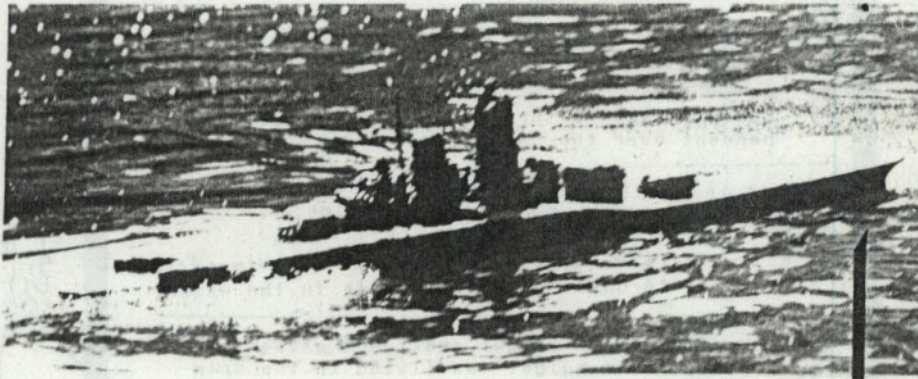


Jim's Indiana gets it





" I SURE WOULD LIK TO GET MY HANDS ON THE LOW DOWN YELLOW BELLED VARMINT WHO'S BEEN SELLIN' MINI-GUNS TO THE INJUNS! "



Gerald Robert's IJN MUSASHI

the day was when Cris Pearce tried a Foster style speed launch of his Sheffield. Cris hurled his ship from his hip to the water. The Sheffield hit the water, bobbed once, and sank to the bottom. The sudden pressure on the hull caused the panels between about six ribs to implode.

As the sun fell, battlers started arriving for the Night Battle. As you can image, Night Battle was total chaos although most ships had some sort of lights. For my part, someone said there was a allied cruiser next to me. I proceeded to pound the ship next to me with sidemounts, and to my surprise I got sidemounts in return. This was no cruiser! Soon I found out I had been shooting Joe Villar's Roma. Shortly after the exchange both our ships went dead in the water. Fortunately, the darkness saved us from being discovered by any allies as we waited out our five minutes.

After retrieving my ship, I returned to lakeside to see if I could figure out what was happening. I couldn't! All I can say for certain is that Jass's Tiger was in the tick of it and pumping steadily. Frank, with dual rotating spotlights mounted on his Hindenberg, followed the Tiger illuminating him for other axis guns. Somehow in this madness, with a sudden motion Frank's Hindenberg rolled over and sank.

Other highlights of the Night Battle included the Gangut running aground. The Musashi pounded the Gangut, while the Queen Elizabeth pounded the Musashi. After the battle was over, we went back to the motel to score. The allies had managed to keep their string of Night Battle victories intact.



John's Tiger, often in the thick of it!

I arrived at lakeside about noon after having slept late and eating breakfast with the tri-pack. A one-on-one duel was underway between Mitch Henshaw's Russian destroyer and Carl Shaffer's German Destroyer. As Mitch's ship had only a 10 shot spurt gun, much of the battling was Carl chasing Mitch while he was on "two". After three sorties Mitch had two holes in his ship, while Carl had only one hole - another axis victory.

Next was Will Montgomery's Hiel and Mike Blattau's Derflinger against Steve Andrews' Massachusetts. Again, the axis managed to get the better of the allied. Later, it was an all axis battle as the Von Der Tann, Hindenberg, and Lutzow fought the Hiel, Derflinger and Gneisenau. Many broadsides were exchanged in this close battle, but the side with Will, Mike and Ken enjoyed the victory. I was finally able to best Nathan and his Lutzow with my Von Der Tann despite the loss of forward propulsion. Ken Kelly fought his Gneisenau against Cris Au's Chicago and later against Cris Pearce's Sheffield. In both cases, the maneuverability of the heavy cruisers decided the battle in their favor.

Among the last one-on-ones of the day was my Von Der Tann against Cris Pearce's Queen Elizabeth. It was a slugfest with the low freeboard of my Von Der Tann deciding the battle in my favor. Among the highlights of

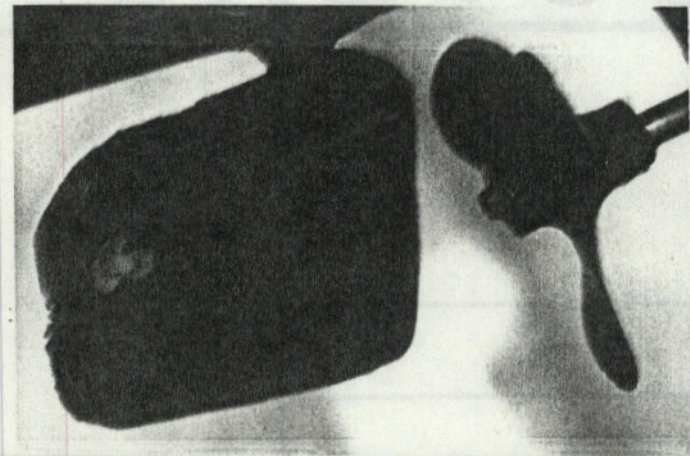
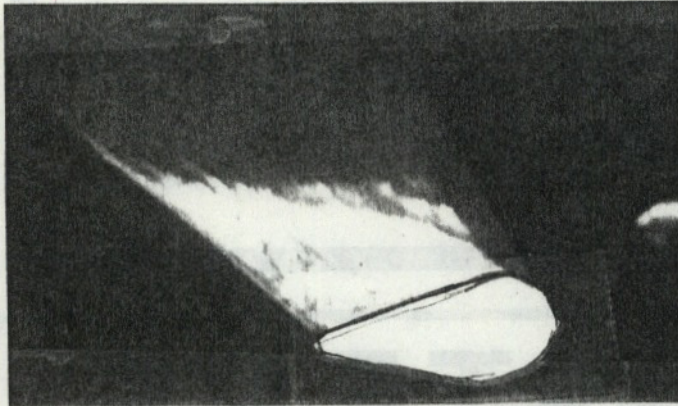




## AN OBSERVATION

by Fluegel

Jim Pates Indiana turns wonderfully (tight and fast). I decided to study his rudders. They had a "tear-drop" air foil shape. I estimate 1/2 inch thick. The thickest part of the rudder was about 1/2 inch back from the leading edge. Dirty Dave was so impressed that he copied Jims methed monday night at Nats (except only about 3/8 inch thick ). Tuesday he said he was turning alot better. It looks awful, but the thickness of a rudder is not very visible. I'm going to try it on my Bismark.



### FALL REGIONALS TIME !!!!!

By: Greg Wilson

Republished by request.



Well its time for another fun time in Orlando Florida. The Spring Regionals was a blast. I'm Sorry everybody wasn't able to attend. This time we will be able to give everybody plenty of notice. The City of Orlando was out at Lake Davis Saturday and said " It was the best Organized event they had seen at the Lake. We can use Lake Davis anytime we Like." This time we will have the Fall Regionals Sept. 28th and 29th. I Hope everybody can make it this time. There will be Plenty of food and drinks Plus Plenty of Relaxing fun Entrance fee will be \$12.00 so send it as soon as possible so we can set up the Food menu size. Also send me the frequencies you have to use. We didn't have any trouble last time but It still is nice to Know. Send your entrance fee and frequency to Greg Wilson, 496 Tamarack Street, Altamonte Springs, Florida 32714. I will send out Maps and motel information to anybody that wants one, so let me know. See you in Orlando.

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**GERALD ROBERTS**  
I J N MUSASHI

YEAR	POINTS	PLACED	PARTICIPANTS	LOCATION
1984	3148	12	23	Missouri
1985	3914	5	23	Missouri
1986	5199	9	29	Missouri
1987	2268	20	29	Missouri
1988	Attended, no data		18(?)	Texas
1989	2925	11	25	Tennessee
1990	3570	9	32	Maryland
1991	8934	1	27	Maryland

OFFICES: Vice-President 1989 & 1990  
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1991

VICIOUS RUMOR

Carl is opening a school for proper techniques of filling freon tanks. Enrollment has been low.

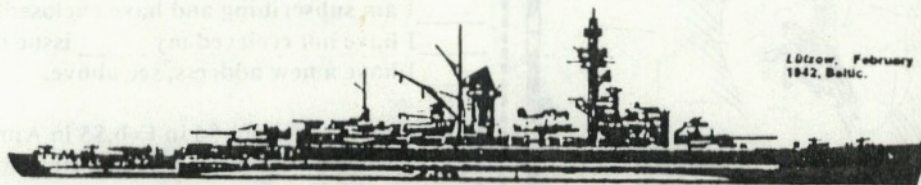
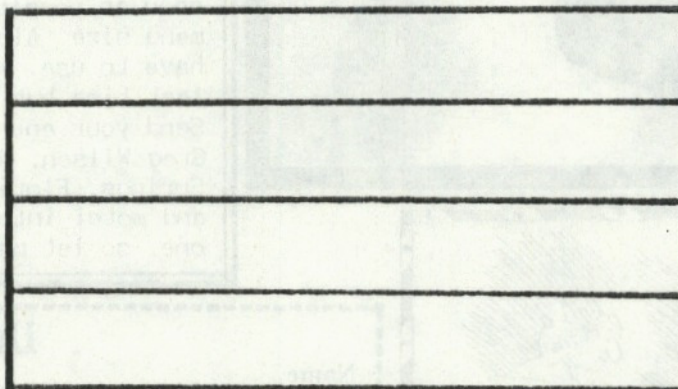
Conclusion

Thanks to the contributing authors Marty, Lief, Brad, Baker, Stan, James, Pearce, and Scott (and Gerald for the photos). I enjoyed their articles and am proud of this issue. I have used ALL my articles and am concerned about the next issue.

The "Combat Cards" have been a big hit! That encouraged me to make more but I lost a 36 exposure roll of 200 speed film. It was taken for the construction of future cards. Please let me know if you found it somewhere at Nats.

**HULL BUSTERS**

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This is the Bottom Line  
This line is 4 3/4" long. Make your Articles this LONG!