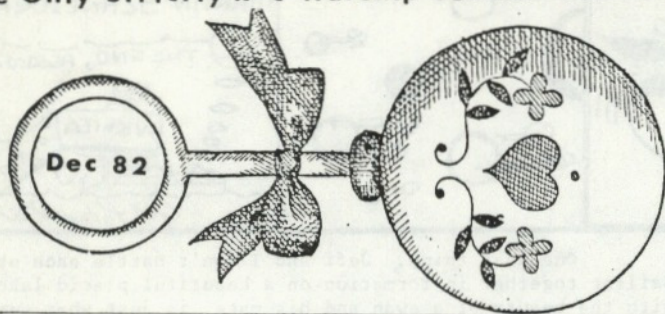


HULL BUSTERS

The Only Strictly R-C Warship Combat Publication

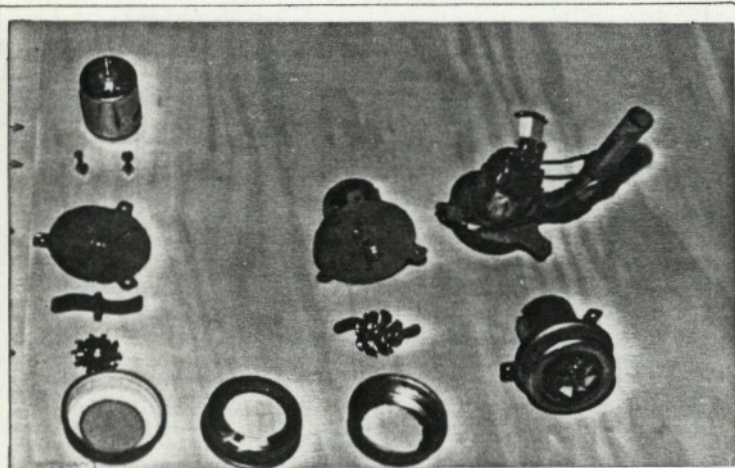


INTRODUCTION

Our logo is a bit unusual this issue, but there is a reason. Sherry Watkins had a baby boy, named Steven Walt Watkins! Congratulations! There is no greater blessing and we're very happy for the Watkins. Well, there is a greater blessing now that I think about it, and it was also a baby boy, named Jesus, the most precious gift ever given. That reminds me, the Fluegel's hope all our R/C combat friends have a wonderful Christmas and get lots of neat stuff, like plan sets, guns, radios.....

Since last Hull Busters there's been a lot happening. A big battle in Amarillo and the First Annual Eastern Regionals in Alabama. Terry Darby is planning on having the next Regionals in Spring of 83, probably in East Tennessee.

Issues still happily debated are ranks, submarines, and where to buy inexpensive, small, quiet motors. If you have already had successful sea trials with some motors that are available, let us know about them! Well, find yourself a quiet moment and enjoy the last 50 cents Hull Busters, I'm sure it will be thrilling!



OLD PHOTOS

In the April issue I did a "How to build a bilge pump" Article. Since then I have developed an old roll of film and da-da, a photo of my bilge pump components. Better late than never.
Fluegel

PRESIDENT'S PAGE

The Columbus days battle was an interesting battle from several aspects. The Axios won and there weren't any battleships in the battle. It was solely a cruiser battle. It will probably be the last battle in Amarillo in 1982 because of cold weather. The southeastern regionals haven't been held yet though. It however was probably the first battle of any size that was fought with cruisers with the new rules in operation (mainly legalizing a pump). Of note is the fact that Jeff Poindexter was saved from a sink despite a large waterline hit. The only ship sunk was Billy Gainers and he had no pump. This however was not the first time a ship was saved by a pump. Even

if one forgets battleships, Fluegel and I were each saved by a pump in the 81 NATS. This however was not a deciding factor in who was victor. I think that for the 83 NATS some predictions can be made. A pump will be a necessity.

A pump has been shown to prevent at least some sinkings. One of the things that hasn't been determined is how effective a single pump in a cruiser can be. Can a single pump make a cruiser "sink proof" or can it be overloaded easily by hits in the right place? The two big variables will be design and reliability. Some unknown flukes will always appear such as Steve's splintering hull where one BB hit would produce a large hole.

The other aspect which interrelates with pumps is gunnery skill and numbers of guns. Gunnery has markedly improved since the 81 NATS. This is a point not widely appreciated. In 1981 when pumps were legal they were not a decisive factor in winning or losing the nationals and the main reason was poor gunnery. Sinks were somewhat unusual. Even if one eliminates sinks by battleships there were probably more sinks by cruisers in the '82 NATS than there were in the '81 NATS. One of my predictions is that although we might not see the best cruisers have any better gunnery we will see more people with good guns. I am here defining good guns as guns which fire regularly on command and guns which allow 10 to 15 individual spurts on a hundred BB magazine. Some ships have approached this degree of effectiveness. I feel this is close to maximum and better guns will require design changes.

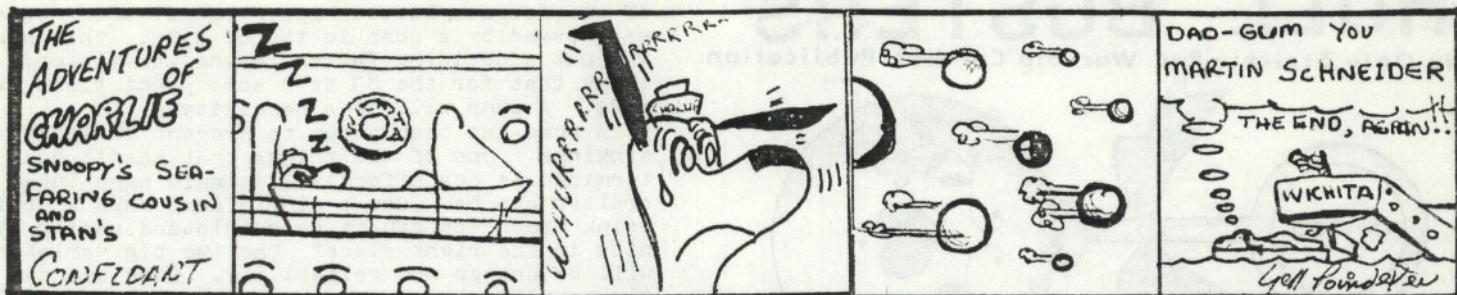
One factor that needs to be considered is that maximum effectiveness of the side mounted gun on the battleship hasn't been reached. There was nobody in the 82 NATS with 2 side mounted guns on each side which were reliable. Although battleships were seldom out of ammunition totally they were frequently out of ammunition in side mounted guns while still having ammunition in front and rear guns. Consequently I think we will see battleships with more fire power. We won't see cruisers with any more firepower but we will see more cruisers with working firepower.

I think consequently that what we will see in the '83 NATS is more destruction (hits) but fewer sinks. I feel allowing pumps in cruisers will somewhat eliminate battleship domination. One has to think about which direction you would like the sport to go. If we want to see more sinks the obvious answer would be to outlaw pumps altogether. Battleships would still have an advantage because of sheer volume. More ships would probably use water-tight boxes because they would allow return to combat much sooner. That is my basic argument why I don't feel that this would be good because we need to keep it simple and water-tight boxes are harder to build than pumps.

I felt that most of the rule changes for 82-83 were very good. One has to think of their consequences and has to think of which direction one would like the sport to go.

At this point I would like to add my two bits about submarines. It seems as though a lot of energy has been spent discussing this rather academic subject. My personal attitude is that if someone is crazy enough to build one let him. Give them the same rules as destroyers and state that the guns must be either in the coning tower or in the deck guns. I personally don't feel that we have to worry about them being submersible because that is practically impossible in our scale. Neither do I feel rams should be allowed. I don't think the argument that it's not realistic doesn't hold. The chief weapon in WW II was the aircraft carrier and it isn't even represented.

Martin Schneider



A Womens' View or I Hated Model Warships

Now I know that may sound a little harsh but let me explain. The first ship that Jeff built was made of corrugated cardboard. In a small modest house, such as we have, the only place to keep it was in my livingroom. This however was just an inconvenience. The problem was, Jeff had jilted me. I might have been able to understand if it had been another woman (not on his life), but a ship! Then it happened. No longer was it a ship but SHIPS. The hate grew. I found I wanted to smash each one to matches. Emotional? Yes, but I'm a woman. I don't have to be rational.... So I thought.

One day it hit me with the force of a B.B., I could legitimately do away with Jeff's pride and joy. Now, being a woman, I had to move carefully (There are some who think this a hobby for MEN ONLY). I asked questions, planned, and then ATTACKED! Like a Trojan I planned. You have no doubt heard "If you can't beat em, join em?" Well I found, "If you want to beat em, join em." My course was set.

The first ship I built was the W.W.I U.S.S. West Virginia. I prefer the beauty of the old to the whatever of the new. Also, she has some advantages over the W.W.II ships. Low hull, very little superstructure, short but plenty of room inside. The West Virginia also has disadvantages; very small turrets and a lot of rögging.

Something happened to me as I began to build. I found myself enjoying the creation of this weapon of revenge. Pride in my workmanship began to sneak in. This wasn't much different than sewing; a curve here and a point there. Then it happened. I was trapped. The West Virginia was pretty. No--she was beautiful. Now anyone who has seen the West Virginis knows that "Beauty Is in the eyes of the beholder."

Something wonderful began to happen to me about this time. Jeff and I were spending more time together. I had so many questions and Jeff patiently found the answers. Finally the big day arrived and Praise God, she floated!

No one had told me that building is only part of the work. Rutter, motors, speed control, guns, and switches are a whole and entirely different world. After you figure all of this out, then comes sailing by radio controll! I would turn one way and the ship would go another. To add to all of this my \$30.00 radio desperately needed work.

Nationals 1981 came all too soon.

It has been said, "War is ugly when women fight." Believe me, that is a very true statement. When men battle it's business. They go to their corners, come out fighting, and return again to their corners when the bell rings. Their emotions can generally be controlled. For women, it may not be that easy. Where emotions may be a problem, a women's instincts may be an advantage. Instinct is a must in defence. Emotions help in attacking only when instinct take the lead.

None of the above psychology helps if your wires are crossed or your radio doesn't work. Tom Pace can testify to this because of first hand experience. In Pre-W.W.I days if you had to ram to win a decisive battle, you rammed. Therefore the West Virginia has a devastating ram bow. In the 1981 Nationals, I found my ship suddenly had a mind of it's own. Verbal warning given a few moments too late, Tom Pace's ship crossed the bow of the West Virginia. The Mogami went down so fast, no one had time to take a picture even though camaras were in hand.

This is fair warning, the U.S.S. West Virginia may again be battling again in 1983. Give her wide berth and believe me when I say that I'm out of controll.

Have you noticed how my attitude changed? Many good things have come from Model Warship Combat. God has used it to teach me patience (you learn patience with balsa wood). Our family time is enriched and we have many new friends. Ladies, if you have toyed with the idea of your own ship, dive in and try it. Get your husband (or friend) to help. You can do it.

One last thing. Jeff and I don't battle each other. Sailing together in formation on a beautiful placid lake with the beauty of a swan and his mate, is just what our Heavenly Captian orders. No competition here. Just fun.

Kay Rindexter

AUTHOR OF THE YEAR

Full Busters proudly announces that Dan Dees article "Baptism by Fire...A rookie goes to the NATS" was the best written and most informative article of the year in the world of combat journalism.

Dan's article has been sent to Scale Ship Modeler where I expect ti will be published and joyfully read by a much larger audience than that of Busters. Surely many of our newer members can benefit from the lessons Dan learned in his First battle.

Dan also won "Rest of Scale" this year. Clearly he is a gifted addition to the growing numbers of R/C warship combat.

FROM THE MAIL BOX

KOMMANDO S.M.S. GOEBEN
THE HIGH SEAS FLEET
KAISERLICHE MARINE

(A Central Powers member since 1914)
Saturday, 6 Nov 82

Herr von Fluegel, Editor Der 'Hull Busters'

First I would like to say Thanks for all the Great issues of 'Hull busters' over the last few months. What a great hobby... One can be kid, Killer, Important Naval Person, designer, Naval constructor, communications, woodworking, radio control, hands on-to be expert...all rolled into one. As for our being elite people, well I can only speak for Der Kaiserliche Marine, which of course is the most Elite navy in the world. Obviously DKM wouldn't hire a bunch of dummies.

Our navy at the moment consists of enlarged and lofted plans of the Goeben. We were to cut out frames and keel today as a matter of fact, but our chief helper Harry de Veau got sick and went on strike. Another member of our glorious Imperial German Navy, Herr Eric von Noble is reported to be building the S.M.S. Seydlitz according to the Father of our hobby.

Seeing how we do not expect our outdoor gunnery practice until the spring we should have plenty of time to join NAMBA. Help here...Is it suggested that all hobby participants join Muddy Rudders and if so does membership include membership in NAMBA? Or...should one join NAMBA separately. Some clear directive on this subject from the hierarchy might be helpful.

If there are any other persons interested in WW I dreadnoughts in the hobby I would like to hear from you. Tape, Phone or Letter it doesn't matter, I will reply promptly.

Dwyer G. Wedvick
P.O. Box 36
Ho-Ho-Kus, NJ 07423
Ans Mach(201)930-0210
Home (201)445-4224

Sincerely,

Dwyer G. Wedvick
von Wedvick
Senior Officer Present

PS the VHS tape of the 82 NATS was just fantastic. Hope to show it to some new Prospects soon. PPS Enclosed is my check to renew my subscription for another year plus the 1982 'Annual Busters'. PPS Am still awaiting 'Fluegel's reply to my tape of 22 July 82. No wonder we HUNS can't win, there's no communication between the generations.

DATE _____

BATTLE DAMAGE REPORT

For credit send form to: James West/1255 Iris/ Amarillo, Tx 79107

DAY	TYPE OF EVENT	NUMBER
	FLEET BATTLE	
	SHIP TO SHIP CHALLENGE	
	SORTIE	
	CONVCY ESCORT	
	CONVCY RAIDER	
	FREIGHTER	
	TARGET GUNNERY	

DAMAGED SHIP'S NAME
CAPTAIN
NATIONALITY

Authorized opponents signature _____
 SCORING SUMMARY

DAMAGE CREATED TO SHIP/FLEET _____
 CAPTAIN _____

TOTAL DAMAGE POINTS REC'D	SUB-T I +	SUB-T II	TOTAL
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DAMAGE	# HITS	VALUE	TOTAL
HULL ABOVE W/L			
HULL AT W/L			
HULL BELOW W/L			
SUPER-STRUCTURE			
TURRET (OPTIONAL)			
AIR LINES			

SPECIAL SITUATIONS	TOTAL POINTS
SURRENDERED	
WITHDREW - BATTLE DAMAGE	
WITHDREW - BATTERIES	
SUNK BY GUNFIRE	
SUNK BY RAM	
REC'D RAM DAMAGE	

PENALTIES	# HITS	VALUE	TOTAL
RAM OTHER SHIP			
RAM DAMAGED OTHER SHIP			
RAM SUNK OTHER SHIP			
SAFETY PIN (PER CUN)			
IN CONTROL BEACH			
UNSEA - WORTHY			

SUBTOTAL I _____

SUBTOTAL II _____

PENALTIES TOTAL _____

THE KRUGERRAND PUMP

In the past issues of Hull busters you've read about different ways to build bilge pumps. But every technique requires soldering, screws, nuts, switches or relays. Wouldn't it be nice if there was an easy way to build a pump without all this time consuming effort?

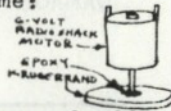
Well now there is such a pump! The idea came to me when Dan Dees described how a friend built a pump using a penny for the impeller rotor disc. He soldered vanes around the edge of the penny, then soldered the motor of the penny. When mounted in a housing, this makes a fairly good pump.

But now you can have a pump with a greater output than the "penny" pump with nearly no work involved. Here's how it works:

First you get a 6 volt radio shack motor, then get a Krugerrand. Epoxy the end of the motor shaft to the Krugerrand:

Place this assembly in a sturdy mailing container and send it by insured mail to me:

Joseph Salini
P.O.Box 643
San Juan Capistrano, Ca.
92693



I will perform extensive modification and add parts until you have a complete pump system, just like the ones that Fluegel uses. In less than one week your complete system will arrive in the mail, ready to mount in your ship, at no additional cost to you!

NOTE: Do not drill, solder, file or mutilate the Krugerrand in any way. Do not substitute other materials for the Krugerrand, as it is necessary for proper pump construction. Salini.

CONSUMER REPORT

Last week I purchased Testor's "Hobby Sandpaper Pack" (No. 8802). It was 98 cents for 5 small sheets. This sandpaper is unique in that it has plastic backing, so it can be washed and reused. I like the "grades" of course to fine that the pack contains. I will buy some more when this stuff is worn out, so I must like it, however I don't recommend anybody rush out and buy some, it's not fantastic or important. It is okay. Wilton Feel

R/C COMBAT TERMS

- 1.) Port hole = a BB hole on the left side.
- 2.) R/C combat = An incurable disease that inflicts adult boys.
- 3.) Ahead = The nautical term for "Ajohn".
- 4.) Astern = Without humor, i.e. "He was Astern captain"
- 5.) Berth = The day on which you were born.
- 6.) Bunk = Phony sea story.
- 7.) Dinghy = The sound of a ships bell.
- 8.) Displacement = Accidental loss.
- 9.) Dock = Nickname for a medical man.
- 10.) Rookie = A man from Rook.
- 11.) Keel = What your wife does when she finds you've ordered a new radio.
- 12.) Tirpitzitus = A fatal Allied disease.
- 13.) Launch = The second meal.
- 14.) Obscene = kinky magazine.
- 15.) Oar = When you have a choice, i.e. "this oar that."
FLUEGEL

CONTRIBUTING AUTHORS

In the past I asked you to send your articles to me with single spacing and 5 1/4" length lines. Would you please make the lines 4 7/8" from now on, and sign and title the article. Should this request offend you I beg your forgiveness and humbly seek mercy. You are my favorite people in the Universe and I desire to treat you with "kid glove hands". As before, should you not wish to type it, that is absolutely Okay! I simply am trying to save my wife the work of retyping articles that were typed when we received them. Your numble servant Fluegel

SUBMARINES - TO BE OR NOT TO BE

Those persons intent on building a totally useless 'Piece of Industrial Garbage'; (referred to here after as 'PIG' boat), also known to some as a submarine; should stop and take a look at the many technical disadvantages and inherent problems involved in building, operating and maintaining such a craft as a competitive R/C Warship combat ship.

First and foremost; if this pig boat is to be competitive it should have at least three (3) main functions. These should be: 1.) Gun fire capability, 2.) Rudder control, and 3.) a speed control unit with forward, reverse, and neutral. This means space must be allotted for at least 3 servos, radio receiver, receiver batteries, one gun pressure tank, B.R. magazine, gun valve and mounting assembly, speed control set up, at least one drive motor and all linkages and wires operate the aforementioned items. This is just the list of things necessary to be competitive and does not include functions like gun elevate, lights, etc.

All of these items must fit inside the hull. Since the R/C warship combat legal scales are 140 to 160th, this means a space available of about 1 3/4" x 1 3/4" x 18 at the most (in the larger subs only). Also, the standard 2" diameter gun pressure tank is a scale 24" and the beam or width of a WW I or WW II sub almost never reached 24 ft.

Second; the deck seal will be underwater 99% of the time, and even if it worked as intended, the amount of time used to take it apart to check for water seepage from, residual leaks, ram or gun damage, loading of gun, refilling pressure tank, etc, between sorties would be prohibitive.

Third; the limitations of the R/C warship combat rules do not help the 'pig' boats offensive capabilities. At present a submarine may have only one operational gun with a 10 shot magazine, no pump of any kind, no water filled spaces, and must have a scale size and displacement, according to rule VIII sections A & B. Also rule V section B states "Guns must be placed in turrets or casements occupied by the main battery of the ship modeled. No guns may be mounted near the waterline or below the waterline. These guns would make for the "easy kill" and as such are not allowed. This would be unrealistic". This means that you cannot use the torpedo tubes for gun housings. Also you cannot mount the gun in the superstructure of a sub (with the exception of the French submarine - cruiser 'Surcolf') because the new rule that states 'Gun(s) may be mounted in superstructure if the main turret is physically too small to house a gun ...' which naturally means that since a sub's deck gun is an open mount there is no need to put the gun in the superstructure.

Fourth; the reason for building a sub in the first place, I suppose, is to get a smaller target and a vessel that can hide underneath. If in R/C combat the opposite fleet doesn't know where the sub is; the operator of the sub; probably wouldn't know where it was either. Also, in order to dive, the sub has to have a space that fills with water, which according to the rules would be illegal and when this space needs to be filled with air for surfacing this water would have to be pumped out, which would also be illegal.

Fifth and last; since submarines are not listed in rule V section A, there may be some other combatants who consider them illegal vessels and can legally refuse to battle a sub no matter how much faster their ship is compared to a sub.

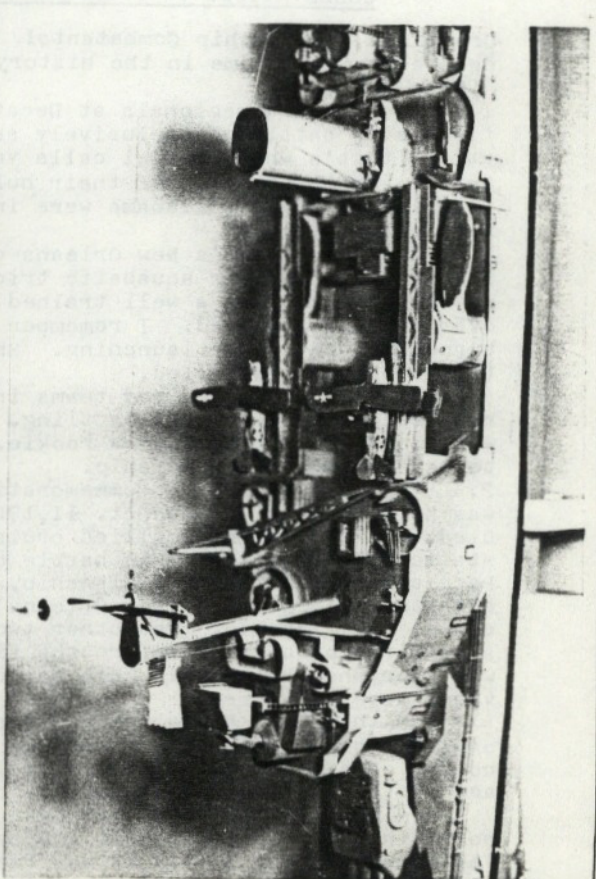
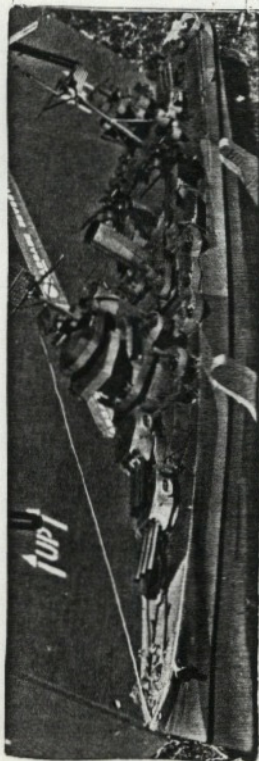
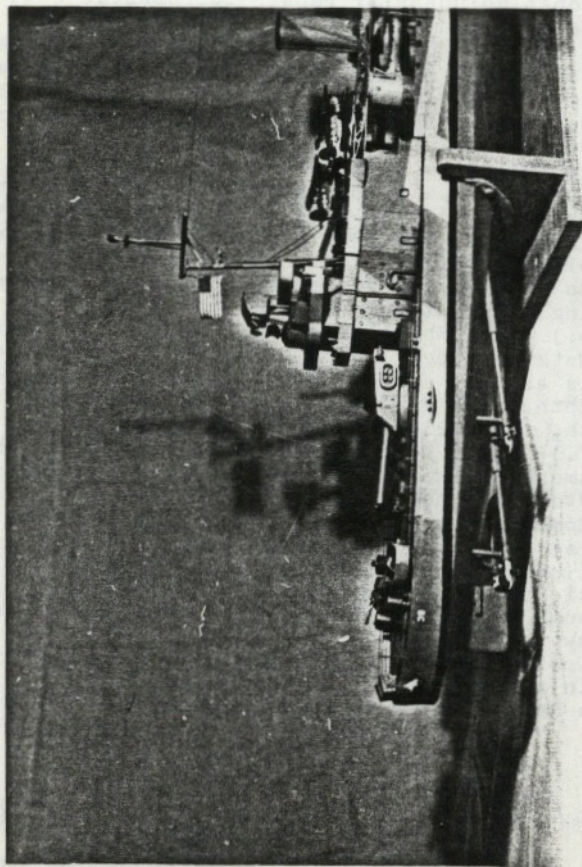
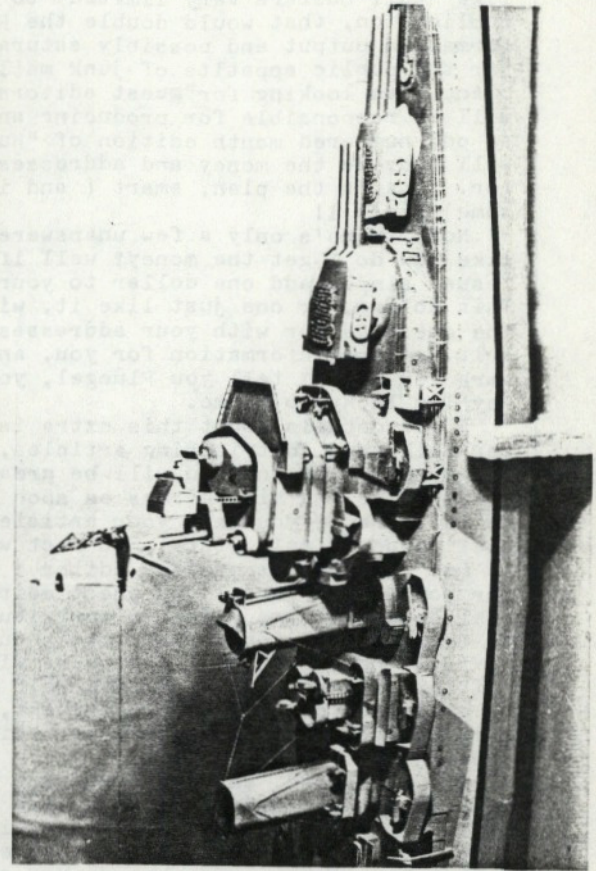
Thank you for letting me express my opinion on this very non-emotional issue.

Jeffrey Lee Poindexter

VISCIOUS RUMORS

Jeff Poindexter is building a submarine. Fluegel

The winner of "Best of Scale" at the 1982 Warship Combat Nationals was built by rookie Dan Dees. Dan's ship swept the contest, receiving practically every vote. The photos give tribute to Dan's skills. His ship was an inspiration for all who had the pleasure to see her.



FROM THE EDITOR'

You, the R/C warship public seem to have an unending appetite for information. That's good, we are a growing body and need nourishment. Well, I like being the peddler of this information, but I can't do any more than I'm already doing. I would like "Hull Busters very limited" to be a monthly publication, that would double the R/C warship information output and possibly saturate the demand for the public appetite of junk mail. So I have a plan, I am looking for "guest editors". This editor will be responsible for producing and distributing an odd numbered month edition of "Hull Busters". I will provide the money and addresses for this editor. That's the plan, smart (and incredibly handsome) ain't I!

Now, there's only a few unanswered loose ends, like how do I get the money? well if you want this issue, simply add one dollar to your subscription. This dollar, or one just like it, will be sent to the guest editor with your addresses. The end result is more information for you, and very little work for me. I tell you Fluegel, your a genius! Boy I'm lucky to be me.

A few details about this extra issue. Its editor will need contributing articles, so send them to me or to him and you will be greatly appreciated. I will give you his address as soon as I know who he is. Should you want your article in this special issue, simply state that fact when you send it to me. As the responsible editor I will credit you for your dollar should no guest editor volunteer. I also reserve the right to contribute your articles to the guest editor for his use should he want them. It is my hope that some day there will be a monthly edition of "Hull Busters" with half of them produced by guest editors. One more thought, let's say to be a guest editor you must have participated in a Nationals.

One last word, this Idea can not work without your articles and dollars, they are the "blood of life" for Hull Busters. They are like a vote, here is my dollar votes yes, silence votes no. OK, the Ballet Box is now open, how do YOU stand? Fluegel

OBSERVATIONS OF THE FOUNDING FATHER

Greetings R/C Warship Combatants! This is indeed a fruitful time in the history of our exciting hobby.

1.) The Alabama regionals at Decatur was the first ever battle of exclusively second generation (that's what Fluegel calls you) combatants. From the looks of their hulls, Terry's Astoria and Steve's Alabama were in the hottest action areas.

Bob Spychalski's New Orleans class cruiser is now certified for aquabatic tricks. Some say it behaved like a well trained dog, rolling over and playing dead. I remember when my Aoba turned turtle on her launching. She had too tall a battery installed.

The blue team and red teams in Alabama are reported to have enjoyed battling. Tom Darby was surprisingly good for a rookie. It helps to have a good reliable ship.

2.) The Cape Esperance Commemoration battle was held in Amarillo on Oct. 11, 1982 as scheduled. Only 3 of the 4 Allied cruisers were on station for the clash. As battle opened Tom Pace commanding the Axis flagship, IJN Aoba, blasted Billy Gainers (new Orleans) San Francisco, our flagship. The other two Axis ships also fired on her and before the first sortie was over she went down. This was captured on video tape by Sherry.

In the next sortie the Houston(Boise) was damaged to the point that her pump ran continuously. She did survive the sortie. Jeff managed to put a BB in Aoba's waterline.

In the final sortie Salt Lake City put 3 holes in the Graf Spees Hull and received a few herself. All in all it was fun and Tom

Pace now has over 300 points. History was not exactly repeated. As a matter of fact it was almost exactly reversed.

3.) Now for the Bad news in an attempt to spread R/C warship combat more completely throughout the nation, I intend to write a story for R/C Modeler. This will mean thousands of inquiries and orders. I can't handle that kind of demand and I will have to pay help.

I therefore must raise the price of the MK IX GCH R/C minigun. The labor will probably cost me an additional \$10.00 to \$15.00 per gun. So to cover this added expense and other increased overhead the New price starting Jan. 1, 1983 will be \$39.95. I regret that purchasers will have to suffer but I believe the hobby as a whole will be much better off because I will be able to serve it better. I might be able to lower the price later due to the economy of volume production but don't hold your breath.

I'm announcing this to give you an opportunity to buy now at the old "already too high price" rather than at the new "ridiculously high price". "Rip-off city" should be my new company name. Well, that's life I guess. At least I've improved the MK III mount now MK IV mount. No part of it is above the elbow now. Oh, to make sure you sneaky people don't try to sneak around the new prices, parts will be raised also especially on the parts I have to make or modify, as labor has to be paid for. Sorry.

4.) A little more bad news. My friend the power company became overzealous in providing me with sufficient operating voltage. They doubled it. The overvoltage wiped out my portable video recorder, my console video recorder, the microwave oven and the stereo, not to mention 4 of my R/C Battery rechargers. This has at least momentarily halted my copying of Battle video tapes.

It looks like the power company wants me to take them to court to get them to live up to their liability obligation. I hate to do that, but when \$2500.00 worth of equipment is damaged by a powerline malfunction and they won't voluntarily repair it, drastic action is required.

5.) I've just started construction of the Nachi that will be the basis of the new vacuum formed plastic ship. Also I hope to try to become a motor, battery, speed control parts source as I expand my business. I'd like to go full time, but I must further test the market. Also, if things go well and I can quit my job. I'll be able to develop an improved version of the MK X prototype that I've been playing with.

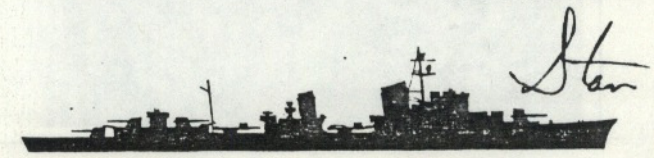
So you see there are advantages to a prospering Stan Watkins for all.

6.) Baby, baby, where is and what is that Watkins baby. As of October 27th your guess is as good as mine but its due tomorrow Oct. 28th. The doctor will induce labor on Oct. 28th. Fluegel, tell 'em what it is.

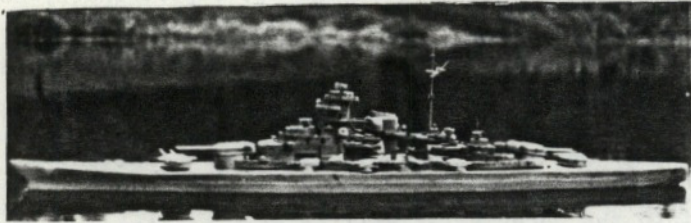
7.) O.K., send us more Japs! With all these American ships some of you guys could build a Nachi and help the historical accuracy of these Commemoration Battles. Since it is so hard to get Japs, the Nachi will come out (as I mentioned in #5) as the only vacuum formed plastic ship kit for a year or so to help us get some Japs, but that's still probably 6 months away.

Well, how about a Thanksgiving weekend battle in Amarillo. OK let's try for it. I just got a new 30 lb. bottle of freon 22 so I'm ready.

Let's Battle!



Just showing off my Bismarck. Fluegel



RULE RECOMMENDATIONS

- 2) Any ship completed after January 1, 1984 shall be 1/144 scale (1"=12'). Allowable variation shall not exceed +2%.
 (When the present rules were set, there was no clear idea of which scale to use. Since then, due to the wide use of the MWP plan sets, 1/144 has become the accepted scale. This rule acknowledges this. The date, 1/1/84, allows ample time after this rule will be voted on (7/83) so as not to render any ship obsolete before it is completed. The 2% tolerance allows almost 1/4" variation from scale on a 60" model.)
- 3) Replacement of burnt-out searchlight bulbs will be allowed between sorties during night battle without penalty. Broken bulbs will be considered to be battle damage and may not be replaced without penalty. 250 points will be awarded to the opposing ship or fleet for replacement of broken bulbs.

DAN DEES

- 4 * Battleships shall have a maximum of 3 pumps, Battlecruisers and Cruisers shall have no pumps. Poot
- 5 * There will be no fault established due to ships contacting each other. Both will be penalized 30 points. Wilton Peel.
- 6 * Guns may not be de-elevated where their shots will fall within 3 feet of the ship. Farley Hop.
- 7 * Before every Nationals, every ship will have its "hull strength" tested by gun fire. The Contest Director must be present, and the tests cannot commence sooner than 2 days before the Nationals. The hull must be penetrated from 5 feet by a single BB fired from the test gun. Fluegel.

8 * Subs shall be illegal. Poindexter

9 * Subs shall be legal. They shall have one gun with 20 shot magazine. (Except Surcolf - 2 guns allowable with 20 shot magazines each). They must comply with surface ship rules which includes 1/32" balsa, safety pin(s) and proper scale. Their Torpedo tubes may not be used as housings for the gun. The gun must be mounted in the deck gun location, (exception is Surcolf whose 8" guns were in their superstructure) and no pumps for any purpose. Jeff

- 10.) For the benefit of the Rookies, the first ship they build and battle with will be a cruiser. Milholland, Fluegel
- 11.) Submarines shall be legal but restricted to the convoy battle at Nationals. Dan Hamilton
- 12.) Ship to submarine challenge shall be legal if the ship accepts the challenge. Dan Hamilton
- 13.) Submarines should have at least 6 inches of brass tubing visible above water at all times as an antenna. Dan Hamilton.
- 14.) Ramming of submarines shall be legal and count as a legitimate sink. Dan Hamilton

THE 1982 SOUTH EASTERN R/C COMBAT REGIONALS

By Dan Hamilton

In case you haven't guessed already I'm the one that hosted this big long title. My wife and I had decided it would be nice to have a R/C Combat battle in this area. On a tape to Terry Darby we mentioned this. Terry replied to us that it sounded to him like we should host the regionals that he had planned to hold as we had better facilities than he, so that was that and we began preparations right away. As the golden day approached we got more and more calls from combaters that were coming. Our first arrivals came on Friday the 15th. The event started the 16th and ended the 17th.

The participants were as follows:

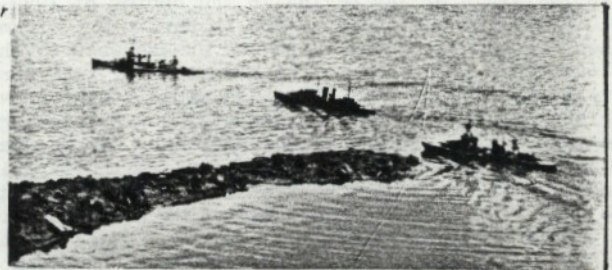
Terry Darby	Astoria	Heavy Cruiser
Bob Spychalski	Vencennes	Heavy Cruiser
Bryon Spychalski	Pensacola	Heavy Cruiser
David Garrett	Bolzono	Heavy Cruiser
Myself	Exeter	Heavy Cruiser
Steve Milholland	Alabama	Battleship
Loy Rasmussen	Kako	Heavy Cruiser
	Z-37	Destroyer

The last person didn't actually fight but deserves mention because he tried so hard to do so in the face of technical difficulties.

We were out at the lake at 10:00 AM but it was 1:00 PM before we got out on the water. As it seemed to be taking so long David and Terry went out in a one-on-one combat. We had already decided a one-on-one would be only two sorties. Terry scored one hull hit and won the sortie.

The one disappointment was that no Germans showed up therefore we could not have a Axis vrs Allied battle. The German swine led by Fluegel were hiding under rocks.

Davis Garrett decided if you can't beat 'em Join 'em so we called the rest of the battle a war game. Teams were Red-Alabama, Bolzono and Vencennes vrs Blue-Astoria, Exeter, and Pensacola. We had 3 fleet sorties that day. The Blue team emerged a marginal winner that day. The highlight of the day was when the Astoria got hung up in Bathtub bay, you can guess how it got that name. This little bay was located between the main lake and a larger bay. I distracted the red team for a time but when they saw Astoria in the bay-Alabama the only one with shells left, entered the bath and a tremendous battle followed.



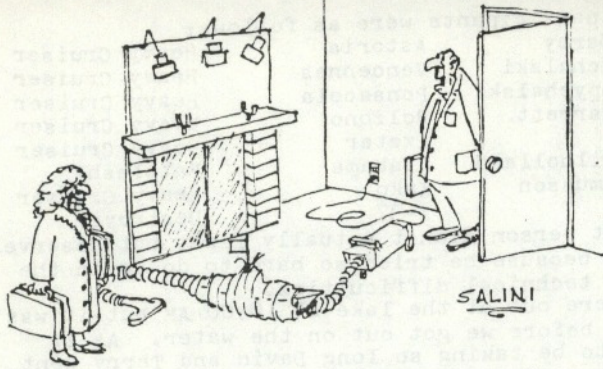
The Astoria, Exeter, and Pensacola successfully navigate out of Decatur Bay to challenge the Alabama and Bolzono. Photo courtesy of Dave Garrett.

That night we worked feverously on our ships and had a great time talking and ribbing each other. Next morning we were up at 6:30 AM and ate breakfast at 7:00 AM. We watched the Nationals video tape while eating. We were out at the Lake by 9:00 AM and out on it about 12:00. This was when Astoria and Bolzono finished their one-on-one. Astoria won it and hurt Bolzono so bad she missed the first fleet battle sortie. Bolzono was also having a rough time during that 1st sortie with engine room controls. Bolzono's red team replacement Vencennes also had bad luck. It was her first sortie and she went out with only one gun a stern one. She also only had one speed full ahead. The seas were high and rough. All the combatants agreed it was the worse they had ever fought in. The Vencennes went under, when the smoke had cleared the blue team won by a good margin. The last sortie was fought by Astoria with a new captain combined with Exeter against Alabama. The two cruisers won the battle probably due to the fact that Alabama entered a narrow bay and chose to fight the cruisers in there. This fight ended the regionals. We then received our awards took more pictures and said goodbye.

I would like to close this article by saying Thanks to my wife Mary and to all the great guys of R/C combat for making this event possible. Mary and I are now working on her destroyer for next year.

	Steve Milholland	567 pts. *	
	Terry Darby	547	
	Dan Hamilton	487	
	Dave Garrett	267	
	Brian Spvchalski	82	
	Tom Darby	40	
Oct. 16-17, 1982			Southeastern Regional Meet
Points Scored			Decatur, Al.

*Points shown here also include some gained after the Regional meet. These points were in the range of 20 to 40 pts, therefore it was decided to add them in to the Regional scores. J. West



" GOING SOMEWHERE? "

BOOK REVIEW

It is probably safe to assume that if you are an RC Combat enthusiast, you have an interest in naval history, and in World War Two in general. That is why I feel compelled to tell you about my favorite novel. Actually, it is two novels which tell one long, fascinating story, The Winds of War and War and Remembrance, by Herman Wouk.

The story centers around Victor Henry, a career officer in the U.S. Navy. Through the experiences of "Pug" Henry, his family, and those whose lives they touch, the reader sees the Second World War unfold before him.

The author will make you feel as if you are there at many of the great events of the war, as well as giving an insight to much of the behind-the-scenes political maneuvering and conniving which so influenced the outcome of the war.

As The Winds of War begins in the spring of 1939, Captain Henry has just been posted to Berlin as U.S. naval attache. His astute observations and assessments of the Nazi leadership bring him to the attention of President Roosevelt. Because of this, he finds himself sent on various globe-hopping special assignments. But Pug is a gunnery expert and, like most career Navy men, what he wants most of all is sea duty. After many interesting experiences he finally gets his long-sought-after battleship command. As the book ends, Pug has just arrived at Pearl Harbor after a two day flight from Manila via Wake Island to take command of U.S.S. California (BB44). The date is December 8, 1941. Bad news, Pug.

War and Remembrance takes up where The Winds of War leaves off and goes to the end of the war. Of particular interest to RC Combatants in this book will be the battle of Midway, night action aboard a heavy cruiser at the battle of Tassafaronga, and the battle of Leyte Gulf aboard a battleship.

The scope of the story told in these two books is enormous. They cover every aspect of World War Two, from the Atlantic to the Pacific, on land, sea, and air, in Russia, North Africa, Asia, Europe. After reading them I feel as if I understand the war as never before. Both are available in paperback and, whether you are Allied or Axis, I highly recommend them.

NATS TO YOU

Dan Dees

Good news fellow battlers, permission to use the lake in Sequiota Park (see-kwee-oh-tah) for the 1983 Nationals has been granted by the Springfield, Mo. Park Board. Start planning your vacations now for the biggest R/C Combat event the world has yet seen.

In the last issue of the Hull Busters I said that we were planning to hold the Nats during the week of July 3rd thru 9th. I thought that being the holiday week, this would give a greater number of people a chance to attend. It appears I was wrong. I have received numerous comments from many people who say that they either will have extreme difficulty or no hope at all of scheduling vacation that week due to seniority problems. This is understandable. The most often requested time period for the Nationals is the week of July 10th to 16th. If this will give us the greatest number of battlers in attendance, so be it.

OFFICIAL - From the Contest Director, the 1983 Nationals will be held July 10-16, 1983.

It was also pointed out to me by our illustrious father in Amarillo that this would leave the 4th of July weekend for last minute preparations. Now that that's settled, on to other things.

Last issue, Fluegel drew a map of Sequiota Lake that was very accurate to about three decimals.

There were a couple of errors I must point out though. The deep area around the dam and spillway is somewhat larger than he shows, though not objectionably so. Also, the cross section view of the rock wall is a little misleading. The water at the edge is not 4 1/2 feet deep. I would say that at 90% of the lake edge the water is no more than 1 to 2 feet deep. The water at the proposed pit/launch area is about 18 in. deep with vertical rock about 18 in. high. Due to the height above the water this is definitely an H L R lake (Hernia Launch and Recovery). I will try to have built a couple of platforms that can be set into the water so we will be able to step down to just above water level for launching. If not, we will be getting our feet wet, so bring some grubby shoes that won't be hurt if immersed in water.

The long channel at the northeast corner of the lake is where the water enters the lake from the cave. This channel is about 20 feet wide x exactly 108 feet long. This will make a perfect 100 foot cours for speed trials.

The drainage ditch (moat) west of the lake will also be a great help in spectator control. A 25 ft. rope strung across either end of the pits will prevent entry. Losing a ship in this lake is not a worry. The water is crystal clear. Any ship which goes down even in the deep end should be plainly visible from above.

This brings up the major drawback to this lake. Being of crystal clear water with a shallow bottom, it is a perfect environment for the growth of algae and weeds. During the winter, November to March, this is a perfect place to run a model ship. From March on you have problems. By the first of June approx. 75% of the surface of the lake is covered with algae. Not good.

Enter the Missouri Department of Conservation. This lake and park was at one time a state run trout hatchery. About 15 years ago it was leased to the City of Springfield for use as a park. In conversation with an agent of the Dept. I discovered a Mr. Dave Pitts. Dave works for the Dept. and from what I understand, the entire reason for his employment is to help farmers with weed and algae problems in their lakes and ponds. I called Mr. Pitts in early August, explained what we would like to do with the lake, and asked if there was anything that could be done to make the lake usable. He said that he would take a trip out to the lake, check it out, and call me back. About a week later he called and said that he saw no problem in clearing the surface of the water as we required. He told me what chemicals would be needed to treat the lake and approx. what quantities. He said that a chemical budget of \$150 should be enough to do the job but it might be a little more. He offered to donate his own time to help me with applying the chemicals and I accepted. The state usually charges a fee for this kind of service.

Rather than trying to guess the exact amount of money needed to treat the lake and then trying to make this a part of the registration fees, (the number of participants that will show up next year is also uncertain) I will probably do this; Registration fees will be as in previous Nationals, a participant fee plus a fee for each ship entered. I will go ahead and pay to treat the lake. When all participants have arrived, the chemical bill will be divided equally among all attending. This seems to be the fairest and easiest way to do it. This way I can recover the expense without taking in too much money.

I have located a motel that is only about 5 minutes from the lake and 2 blocks from the only R/C hobby shop in town. This motel seems to be really nice and clean and has weekly rates as follows. 1 person, 1 bed, \$66 - 2 persons, 1 bed, \$80 - 2 persons, 2 beds, \$92 - 3 persons, 2 beds \$101 - 4 persons, 2 beds, \$115. The manager says these prices will be slightly higher next July but not by very much.

I should tell you now that the vertical rock walls of Sequiota Lake are very hard on bows, sterns, and especially props. So either keep your ship well away from the sides or bring a good supply of spare props.

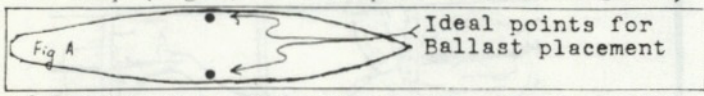
I think I'll close for now. In the future I'll try to have more info on the motels and rates along with a few other little goodies which concern next years R/C Warship Combat Nationals.

Keep your freon dry, Steven D. Milholland

BALLAST, BUOYANCY & BILGE PUMPS

When building a ship, we must all contend with the problem "where will I put all this stuff in my ship?" Well, in smaller ships you sometimes have no choice, the equipment will only fit one way, but if the ship is large enough to give you room to select a "best place" then you might want to consider the relationships of the "3 B's".

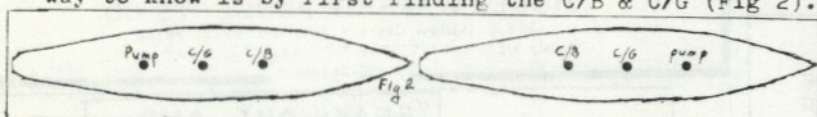
The Ballast should be placed in the center of the ship (Fig.A) with respect to Bow and Stern,



with respect to the Beam of the ship it should be placed as far away from the center as possible. The reason for this placement can be visualized with an ice-skater analogy. As they spin around with their arms out-stretched they spin slowly, but as they pull in their arms they spin faster and faster. It is true also with your ship. The closer the ballast is to the center, the faster it can turn. The reason I recommend the ballast be cut in halves and placed as close to the edge of the beam as possible is to give the ship stability across its beam. When side mounted guns are used this is particularly helpful.

The placement of the bilge pump is where the relationships of the 3 B's are clearly innerdependent. Did you know that ships have "preferred directions of sinking"? They do! I realized this when my Prinz Eugene sank 5 times by the stern and only once did it sink "flat", never by the bow. I wondered why it never sank by the bow? The reason is the difference between the center of buoyancy (C/B) and the center of gravity (C/G).

It is advantageous to know how your ship will sink before you choose the location of the bilge pump. The way to know is by first finding the C/B & C/G (Fig 2).



Place your pump on the C/g side, or away from the C/B side. The farther these two centers are apart, the stronger the tendency for the ship to have a preferred direction of sinking. If they were at the same point the ship would sink flat or level, all things being equal.

The way to find the C/G is by finding where it balanced out of the water. The way to find the C/B is by finding the point in your ship where added ballast lowers the ship evenly at both the bow and stern. Obviously the way to find the C/B is in the water.

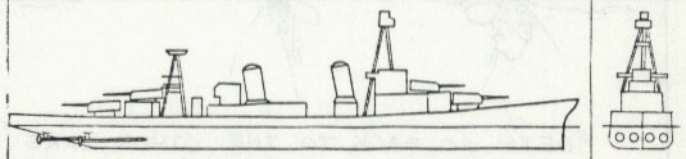
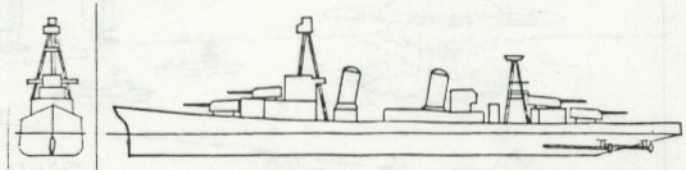
The reason a ship has a preferred direction of sinking is due to the fact that while floating at its normal water line it is controlled by its buoyancy. As the ship fills with water it is more and more controlled by its gravity and less and less by buoyancy. Once it is full of water it is controlled by C/G (as well as sunk).

The primary consideration for selecting the placement of your ships equipment is serviceability. If it's not reliable and serviceable it doesn't matter where you put it. The "3 B's" are theoretical, serviceability is real. Fluegel

BATTLE DAMAGE REPORT

SHIP:		CAPTAIN:		NATIONALITY:	
DAY	TYPE EVENT	NUMBER	BATTLE DAMAGE POINTS		
	FLEET BATTLE		DESCRIPTION	TOTAL	
	FLEET SORTIE		TYPE OF HITS		
	SHIP TO SHIP CHALLENGE		SPECIAL AWARDS		
	CONVOY ESCORT		PENALTIES		
	CONVOY CROSSING		OTHER		
	CONVOY RAIDER		GRAND TOTAL		
	TARGET GUNNERY		OPPOSING SHIP/FLEET	CAPT/CDR	

SHOW DAMAGE ONLY ONCE



TYPE OF HIT	NOPTS	PENALTIES	NOPTS	SPECIAL AWARDS	NOPTS
HULL ABOVE W/L		RAMMED OTHER SHIP		RAMMED	
HULL BELOW W/L		RAM-SANK OTHER SHIP		RAM-SUNK	
HULL AT W/L		SAFETY PEN		SUNK BY GUNFIRE	
SUPERSTRUCTURE		IN-CONTROL BEACHING		UNCONTROLLED BEACHING	
OPERATIONAL TURRET		OTHER		SURRENDER	
AIRCRAFT				OTHER	
OTHER					
TOTAL		TOTAL		TOTAL	

Douglas Cronkright like many other people feels the "Battle Damage Report" could be improved. The above form is his recommendation. As long as all the topics are adequately covered in a form, I suppose we could all use the one that is simplest to the user. Should you like Cronkright's form let me know and I will print it in its full size. Thanks Cronkright.



SHIP INFORMATION FORM

Your name _____
 Ships name _____
 Date started _____
 Ship will have "how many"
 Guns _____ mounted _____
 Pumps _____
 Motors _____
 Props _____
 Batteries _____
 Lights _____
 Elevate _____

How many seconds to travel 100 feet from
 1.) running start _____
 2.) standing start _____
 How many seconds to turn 360° from running start _____

OTHER INFORMATION

Radio Brand _____
 Radio Frequency _____
 Number of Servos used _____

STATUS OF SHIPS CONSTRUCTION

If you do not live in U.S.A. don't subscribe to "Hull Busters". Your "funny money" and unknown postal rates have become a burden. In a couple of years I hope to make Busters international, but not yet. Fluegel



MISCONCEPTIONS

- 9.) You will probably not "gut" your ship and rebuild its mechanisms after your first sanctioned battle.
- 10.) Your first ship should be a battleship.
- 11.) There are no lakes suitable for combat within 50 miles of your house.
- 12.) You don't really need a ship transport box.

OBITUARY

In the summer of 1977, ED JOHNSTON manning Stan Watkins' Battleship 'Arizona' rammed and sank Jeff Poindexter's Battleship 'Missouri', manned by Kay Poindexter. This was back before the development of the mini-gun. Stan and Jeff had tried and failed on numerous occasions to ram and sink each other. This was the first Ram sink in R/C combat.

On November 2, 1982, ED JOHNSTON at the age of 41, passed from this earth into a better one.

We in Amarillo are saddened by ED's UNTIME-LY death.

ED is survived by his wife, Betty; two sons and a daughter.

Ed helped found the Amarillo Radio Control Boat Club, which later became The Muddy Rudders. He was always highly supportive of R/C combat and often helped us in acquiring old, inexpensive radio units.

Our prayers go with his family. Jeff P.

SUBSCRIPTION TIME

All subscriptions run out after the December issue. The reason I made it that way is so I could stop publication easily. The '83 season will be published so your subscription is due, with a few exceptions.

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DKM Prinz Eugen	Intermediate
USS Alabama	Intermediate

SOON TO BE RELEASED DATE

IJN Nachi class	Dec. 82
Italian Zara class	83
French Auberie	83
HMS Kent class	83

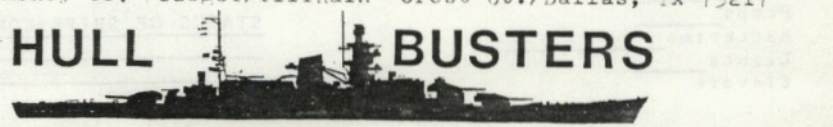
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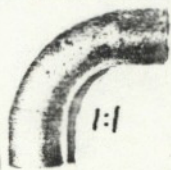
CONCLUSION

The contest Director has scheduled about 40% of the '83 NATS as "Convoy Action". The next Busters will spell out the rules for this new and popular event. The "penny pump" (Ridge pump) will be the "How to" article by Steve Milholland. Well, this Thanksgiving weekend the Bismarck and myself visited Amarillo for a vicious battle. The contest director screwed up though and there was no battle, he let the lake freeze! Oh well, the visit was fun. Winter is upon us, so it's time to build, and that's almost as fun as battling, so get with it or your "rushed to complete ship" will suffer under the awesome guns of the prepared! Fluegel



R/C COMBAT "TYPES"

- | | | | |
|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
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MN SRC
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| M.W. Deskin
708 W. Little Creek Rd.
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| Larry Schmid
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Four A's Inc.
583 Broadway,
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| George Thomson, Jr.
7982 Dagget St.
San Diego, Ca 92111 | Jeff Trnavsky
1300 Adams Ave. # 2D
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This is a "1 in. sweat 90° elbow". They are wonderful for those of us who use copper magazines.

Minutes of the October 11, 1982 meeting :

After the Columbus Day battle there was a short meeting held to discuss the Club's old business plus some new business that had come up since Nationals. The following people were present;

- Martin Schneider- President
- Jeff Poindexter- Vice President
- James West- Secretary
- Stan Watkins
- Tom Pace
- Billy Gainer

The old business discussed was the voting on the Speed rule that had been voted on at Nationals. It seems the minutes had been in error and it had been voted down instead of being accepted as reported before. Also under old business was the voting on club dues. It had been decided at Nationals to let the Executive board decide what the club dues would be. It was decided that dues would be \$10.00 a year, from Jan 1st to Dec. 31st. The \$10.00 would be broken down into \$4.00 for the club and \$6.00 for club members' subscription to Hullbusters. A member could also include \$18.50 for NAMBA dues since we are recognized by NAMBA. This would make a member's dues \$28.50 a year. It should be noted though that a person does not have to be a member in order to participate in battles unless it is a NAMBA sponsored battle in which they will have to have a NAMBA membership.

It was also decided that any disagreements on hull thickness being questioned, would be decided by cutting a small specimen out of the hull. Also it was decided that Official Ranks for both sides would be determined at the next Nationals.

Under new business discussed at the meeting the subject of submarines was brought up. It seemed there is some interest in introducing scale submarines into the hobby. Because of the scale involved in the hobby it was decided that submarines were not feasible. It was decided by a majority vote that the hobby is a surface action- designed hobby for surface ships only. After some more discussion on the subject, a decision was made that if someone could make a fully operable scale submarine it would have to follow rules decided upon between the opponents it would fight. Also it would have to have a deck mounted gun to shoot a total of 25 BB's. All rules proposed on submarines are just that for now. They will be introduced into the rules at the next National meeting if there are any serious submariners to contend with.

With no more discussion the meeting was adjourned in order to repair the damage done that day on the opposing fleets.

J West

Total Points as of Nov. 15, 1982

Axis	3611 pts.
Allied	1470
James West	2113 pts.
Martin Schneider	1484
Jeff Poindexter	1383
D. W. Flugel	1270
Stan Watkins	686
Steve Milholland	567
Terry Darby	547
Dan Hamilton	487
Billy Gainer	467
Tom Pace	334
Dave Garrett	267
Brian Spvchalski	82
Tom Darby	40
Don Jackson	5

ALLIED HULL BUSTERS?
 I got a pleasant surprise in the mail. It's a Combat Newsletter called "Shot Pattern". This loathsome rag is reasonably priced at 75¢ per copy and you can subscribe by sending \$3.00 (4 copies per year) to: "Shot Pattern/P.O. Box 1126/GIE Harbor, Washington 98335". The "Shot Pattern" is filled with cartoons, how to articles and consumer reports, (that part is great!) What's wrong with the pompous pitter is the DISGRACEFULLY Allied flavor this newsletter is written in, unlike the completely objective journalistic approach that Hull Busters follows.

Fluegel
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