

Ship Away!

Stan Watkins of Amarillo launches his radio-controlled combat warship at Thompson Park. Watkins is a member of "First Fleet," a local RC boat club.

Staff photo
by D.L. Horton

HULL BUSTERS



DEC 1987 The Only Strictly R-C Warship Combat Publication

THE PRESIDENT'S COLUMN

Well as you know the year (1988) season is almost upon us. Club dues for this new year will again be \$10.00, on or after January 1st, 1988. Send your check to Dan Dees 11084 sw. 81st. Tigard OR. 97223. As part of your membership package you will receive Hullbuster's as the club newsletter, a copy of the present computer ship list, a copy of the present rules, and a membership card. The nationals contest fees have also been set, they are \$25.00 for individuals plus \$20.00 for additional family members. You will soon be receiving if you are a club member a run off vote (referendum) on turning systems, number 5 on the ballot as changes A and B on number 5 were only separated by 2 votes. The only source that will be accepted on specific speeds of individual ships must be designed or sea speeds, trial speed are unacceptable. Unfortunately the 3/32 outlet rule has failed by a small margin. This means we get to go out and shred one another's ships again this year. Amperage draw is the same, you just pump less water. The ranges would increase due to the fact that short range poundings will sink ships. Oh! well enough politics it'll be back. Right now I need to go work on my ship for the fall regionals. Hope to see there.

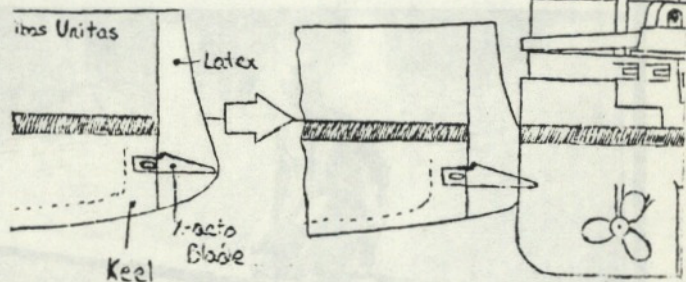
THE PRIME MINISTER UH! UH!
I mean PRESIDENT Dan Hamilton



Dan

AXIS TOP SECRET

We all know that certain Axis captains have been pushing a soft ram bow rule. Now we can see why. The OSS expects this one to go along with the Italian smoke screen/ship incinerator



QUEENS OF THE SEAS -- WHERE ARE THEY?

Tom Jass

As an avid student of WWII, I know what class of capital ship won the war for the good old USA. It wasn't the BB or CH or CL or DD -- it was the aircraft carrier, the "Queen of the Seas". Especially in the Pacific theatre where, (as any student of history will tell you) all the really exciting, decisive battles between the USN and the IJN centered around the carriers. Sorry to all you German, Italian, French and English surface sailors who diddled around in the Atlantic and the Med, but except for the Nazi submarine threat, naval battles in this theatre were just second rate stuff. Even in the Atlantic theatre when small battles occurred, they centered around the carriers: the BISMARCK was stopped by Swordfish from a British carrier, not the numerous surface ships that chased her; the Malta convoys were built around the carriers not the BBs and CHs. The FIRST team of the US Navy in WWII was in the Pacific, and all of the ship classes other than the carrier were strictly supporting cast members. The BBs and the CHs were relegated to either providing shore bombardment for invasions or anti-aircraft protection for the important ships -- the carriers. Sorry to be so blunt about it, but the USN "Brown Shoes" (aviators) rather than the "Black Shoes" (surface sailors) won the war.

Now that I've caught your attention and raised your anger, so what? I propose that we reexamine our construction rules for aircraft carriers (CVs) and make them more realistic so that the true "Queens of the Seas" can

participate in our battles. Especially in the Campaign battles where we battle in strategic scenarios. Presently no one in their right mind would build a CV for use in our hobby because we've stacked the rules against her.

First we must change the armament level that CVs are allowed to carry. To limit them to an offensive load of 10 bbs (the same as DDs) is not reasonable. The full-sized CVs carried about 90 airplanes, of which 40 were bombers. Even the light CVs carried 30 aircraft. Each of these airplanes could easily carry the offensive equivalent of a 16" BB turret; let's ignore the fact that the offensive range of the airplanes is 10 times that of a BB salvo. So I propose that CVs above 20,000 tons standard displacement be allowed to carry an offensive load of 40 bbs in a single gun; CVs with a displacement of less than 20,000 standard tons would be allowed 25 bbs. These numbers roughly parallel the number of bombers that the CV was armed with. I will ignore the fact that at the end of WWII the fighters on a CV could also be armed with an offensive load that neared 2000 pounds of

continued on next page



NEWSLETTER

bombs and/or rockets. In addition the question of gun location needs to be examined. Because the CV was (and is) such a potent offensive weapon system it does not seem realistic to require that our bb gun be located at a CV turret location, for the bbs do not represent gun projectiles, but airplanes carrying bomb loads. Therefore, I propose that the single gun that CVs are allowed to carry be located at the bow on the level just below the flight deck. This will allow our CVs to be offensive in nature -- just as the full-sized "Queens of the Seas" were.

The question of damage control must be examined. CVs were equipped with extensive firefighting systems and internal (but usually not external) protection. While they were not protected nearly as well as BBs, they were at least the equivalent of CHs in damage control capabilities. In WWII, after the US Navy had learned how to correctly apply damage control techniques, not a single ESSEX class carrier was lost to battle damage, even with the thin skins that they possessed. Therefore, I also propose that in our hobby CVs of all classes be allowed to carry one pump.

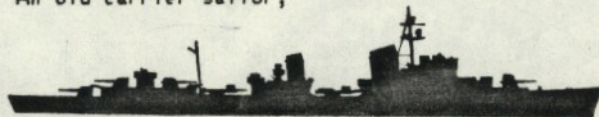
One last rule change is required to allow CVs to participate more accurately in our battles. Projectile hits in the hangar bay area of a full-sized CV would not have been serious since the hangar bay deck on most CVs was armored and the hangar areas were

equipped with extensive fire fighting systems. Our present rules would count all bb hits on a CV above the waterline but below the flight deck as 20 point hits. I believe that we could amend the rule for CVs to count as 20 point hits all bb holes above the waterline but below the deck of the hangar deck. This change would be more realistic and render model CVs less of a floating target. Our rule change to ignore superstructure hits is a good one; CV metal above the deck of the hangar deck should be considered as superstructure rather than hull area and scored accordingly.

These rule changes would make CVs much more attractive to build in our hobby and more closely represent the true power that these ships projected. My proposal would enable a CV to be almost equivalent in offensive and defensive power to a CH; this position seems to be conservative, but would provide a starting point for the evolution of the CV in our hobby to her rightful spot in the overall picture of the WWII situation.

Tom Jass

An old carrier sailor,



Tom Jass
USS CORAL SEA (CVA-43)

THEN AND NOW...

October 23, 1977 and

October 23, 1987



Launching of USS Ardmore prior to the firing of the Mk I.
Ten years of R/C mini BB guns.

OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins

Greetings Combatants!

As Christmas draws near I want to wish all of you wonderful combatants a Merry Christmas and Battling New Year! The 10 year commemoration of the first ever firing of the radio control operated miniature BB gun from a combat ship while underway is now history. It was a success and was video taped along with a historical introduction to the commemoration. Just as on October 23, 1977, Jeff Poindexter was there taking pictures of the launching and firing.

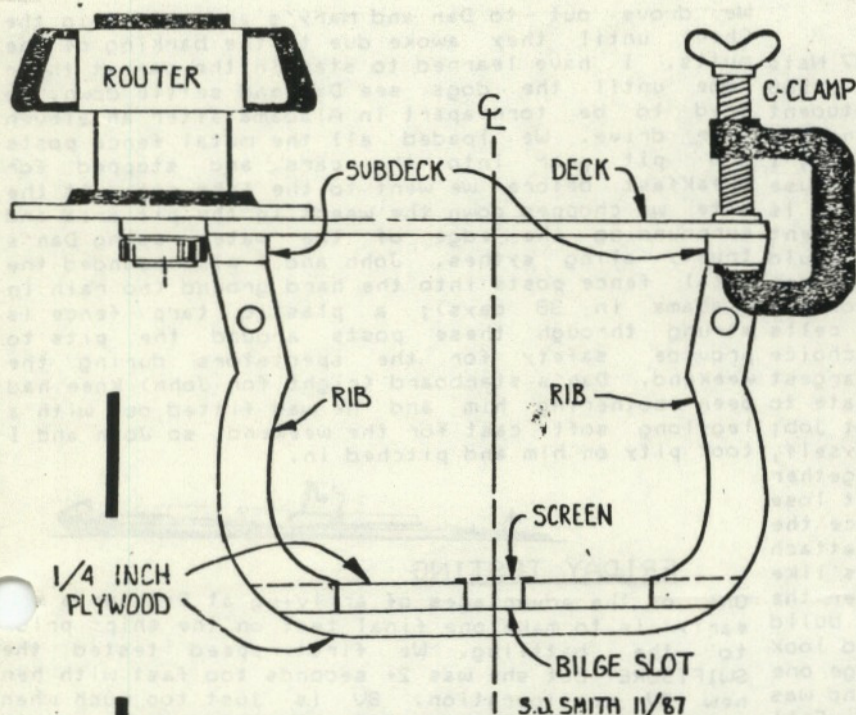
Strangely (the Lord works in strange and humorous ways) a reporter from the Amarillo Globe News was there checking out some new lenses on her camera. She shot some pictures of the launching and one of them ended up in the October 27 newspaper. Yes the new MkI fired just about like the original of 10 years earlier. Our 1988 Nationals lake (Thompson Park Lake) was in the process of being drained for leveling of the bottom but there was still enough water for the commemoration. These were the first BBs fired into this lake in many years but this summer there will be the largest concentration of combatants in the world shedding their hull skins all over those historic waters. Thank you all for bringing the

NEWS FROM UP NORTH

[A Rookie in Fort Polar Bear]

by Steve Smith

I'm still getting started in this "magnificent obsession" of a hobby after meeting "Grossadmiral" Fluegel through a mutual friend (who is still a friend by the way) back in February. Anyways he told me by being a rookie I could really contribute to the hobby (besides being cannon fodder) by writing an article for "Kullbusters". So here goes...



How to

After much arm twisting and bodily threats by "Curly" Barrett, I decided to go Axis after initial (deluded) Allied leanings. Actually it would even up the sides locally. I am currently building a DKM GRAF SPEE, based on Jeff Poindexter's LUTZOW plans, some Spanish GRAF SPEE plans, and a Matchbox 1/700 plastic model.

Besides changing the rib spacing from the LUTZOW plan to take advantage of the latest rules, I made the bottom of my hull out of two layers of 1/4" plywood (see sketch). I have a slot down the middle for a bilge which (hopefully) will help get water to the pump. The slot will be covered with screen to keep out debris. This concept has yet to be tried out as I haven't even launched my hull yet. I recently completed fiberglassing the bottom, being held up by weather. That resin stinks! On my next ship I'll use a jig for the hull as the subdeck ended up a little swaybacked.

I found a good way to get my deck edge to match the contour of the subdeck without laborious sanding. Cut the deck a little oversize and use a router with counter-top bit. At least I think that's what it is called, its used for trimming the Formica when they make counter-tops. It is a bit with a roller on the bottom even with the cutting blades. Clamp the deck to the hull on one side, make a pass with the router, move the clamps, and do the other side. Takes about three minutes!

A good source of solid balsa for those highly curved parts of the hull is a grab bag. Midwest's Balsa Economy Bag (Stock #19) for example. There is an assortment of various sizes of balsa, enough for one or two ships. Cost is \$4 to \$5, available at most hobby stores.

my hobby home for the 10th Nationals. We will try to treat you right.

I'm trying to con my wife and kids into getting me a new Panasonic KX 1091i printer for Christmas so I can increase the speed of print output and improve my productivity. I already have a parallel printer interface for my Old Coleco Adam computer and if I get the printer I'll be in business. I plan to visit Fluegel at his house over the Christmas/New Years holidays again this year and we'll probably try to have another Dallas Winter Mini-Nats if the weather permits. So if you can why not try to meet us there. Call Fluegel for information. I will be handicapped by having to use my Salt Lake City. I'll really miss the Oregon City.

As a Christmas present to you all, I would like to share an observation about main drive motors. While watching Fluegel's Bismarck sink (over and over) on video tape an interesting phenomena was observed. As the Bismarck is going under, her pump is going like gang busters and the all of the sudden the pump output is sharply reduced. Why? Were the batteries dead? Not likely. Was the angle of the ship hull to such an extent that the pump was starving for water? No, the pump was below the water level. What caused it then? I believe that the rising water entered the motor case and reached the armature. The

incoming water did not short out the brushes. The water around the rapidly rotating armature simply reduced the speed and output because of its drag. So, big deal, the snip was going to sink regardless of how well the pump was working. True. Many ships main drive motors are under water inside the ship long before the ship is in any danger of sinking. My Oregon City runs around this way alot. But what happens when water gets inside the maindrive motors of your snip. On my Oregon City the ship goes from a 24 second ship (with armatures dry) to a 40 second snip. This is not a good situation. What can be done? Well, keep the water out of the motor case. How? Why not build watertight boxes around the motors? No, that's too much trouble. Well how about topless watertight boxes? OK. They are easier to build and I don't need maximum forward velocity for my ship to smash into the bottom when the ship sinks. I know you purists will want to run all the way to the bottom at 100 feet per 24 seconds but 40 seconds is fast enough (when submerged) for me. You're welcome. Keep your armatures dry.

let's Battle!

Stan Watkins
Stan Watkins, 7700 Lamount
Amarillo, TX 79110
Phone 806 353-6007

LIKE KISSING YOUR SISTER?

Old Man/Jass

Athletic coaches have often said that a tie in a game is like "kissing your sister". They probably mean that its better than no kiss at all -- but not much. Well, after battling for an entire weekend at the 1987 Fall Southeastern Regionals (English versus the World) -- we had a tie. The World had won both of Saturday's battles while we had roared back on Sunday with two wins. After we English had lost both of the battles on Saturday, I was extremely happy to settle for a tie for the weekend. Perhaps the World felt that it was like kissing one's ugly sister (maybe Axis sisters look like Fluege! with long curls), but we were happy. Then again, maybe English sisters are more beautiful than Axis and USA sisters.

JASS PREPARATIONS

After I returned from the debacle at the 1987 Nats I decided to build a new ship for the 1988 battling season. Given John's status as a student and the fact that he was not able to attend the 1987 Nats nor probably the 1988 Nats either, I wanted to build a new English CH for him to use rather than a BB. The SWIFTSURE (my present CH) is a bit on the small side physically, so I went looking for a LARGE English CH so that I could stuff lots of X-cells into her. I wanted a cruiser that could carry one string of cells for the propulsion motors and a separate string of cells for the 380 motor of the pump. The obvious choice is the HMS BELFAST class which was the largest English CH that was constructed. Since I hate to saw out the ship's ribs, I began with that job; when I had that task completed I said to myself, "I might as well tie all the rotten ribs together with the gunwhales and the keel so I wouldn't lose any of the hated ribs over the winter." Once the BELFAST's frame was completed I began to attach the 1/32" skin to the frame because I always like that part of the job. I got carried away after the hull was 90% done and began to build superstructure boxes to see what they would look like on the hull. John came home from college one weekend when the BELFAST was in this state and was excited about using her at the 1987 Fall Southeastern Regionals. No, I told him, I was going to let the ship sit unfinished until after regionals and complete her over the winter. He commented on my laziness and began to look for motors to install in her just for a lark. He found two 6V Dumas clunkers that we had used on our first R/C Combat PT boats (remember, Stan?) and we cobbled together a working BELFAST (minus the superstructure) for a test on the local pond. We also installed some slick brass three bladed screws (LH and RH, 1.28" diameter) that I had purchased from Graupner for about \$6 each. They seem to be a very good buy. She ran so well that I decided (at John's insistence) to finish her in time for the 1987 Fall Southeastern Regionals. That was to turn out to be a fortunate decision, at least for the English. She was to play an important part in all the battling at Decatur.

Before things had gotten this carried away with the BELFAST I had been refitting our other two ships, building new watertight boxes for the SWIFTSURE and the ARETHUSA which I had originally planned that John and I would use at the fall battles. The boxes were redesigned and new three position throttles (full on-off-full reverse) were purchased and installed because I had become disenchanted with the four position rotary switches that I had been using for two years. I also built a new "Hamilton" pump for each of the ships as that model had really proved its worth at Nats. Superstructure patching on the SWIFTSURE alone was a week's job. There was more than enough work on the SWIFTSURE and the ARETHUSA to keep me busy without deciding to 100% finish the BELFAST. But, thanks to the NFL strike and the lousy fall

flying weather I found sufficient time to complete all three cruisers prior to the scheduled date.

TO DECATUR

As usual John and I drove to Decatur on the Thursday night preceeding the weekend. The trip via Indianapolis, Louisville and Nashville is all on Interstate and the "new" 65 mph speed limit makes a radar detector almost unneeded -- but we had ours lit off anyway. After several stops for coffee in and coffee out we arrived at Decatur eleven hours after I started at Lombard (with a stop at Valparaiso to onboard #1 son). It was cool (40 degrees) in Alabama and I had only brought my usual shorts, so I was goosebumpy until mid morning.

We drove out to Dan and Mary's and waited in the Chevy until they awoke due to the barking of the mutts. I have learned to stay in the car at their home until the dogs see Dan and settle down. No need to be torn apart in Alabama after an eleven hour drive. We loaded all the metal fence posts and pit gear into the cars and stopped for breakfast before we went to the lake site. At the site we chopped down the weeds in the pit area and surrounding the edge of the water using Dan's trusty sling sythes. John and I also pounded the metal fence posts into the hard ground (no rain in Alabama in 38 days); a plastic tarp fence is strung through these posts around the pits to provide safety for the spectators during the weekend. Dan's starboard (right for John) knee had been bothering him and he was fitted out with a leg-long soft cast for the weekend, so John and I took pity on him and pitched in.

FRIDAY TESTING

One of the advantages of arriving at Decatur a day early is to make one final test on the ships prior to the battling. We first speed tested the SWIFTSURE but she was 2+ seconds too fast with her new 8V configuration. 8V is just too much when using one 4.8V and one 380 motor. I didn't want to only use 6V with this setup as I had spent too much time fitting the extra X-cell into her. I removed the motors and installed two Radio Shack motors still using the entire 8V string. This configuration proved to be 2 seconds too slow! Dan suggested that I install Dumas 4.8V motors for both propulsion and pumping and leave the 8V battery string intact. This might give me enough ship speed and additional pump operation time because his pump testing had shown that a 4.8V pump on 8V is almost equal in capacity to a 380 pump on 6V., at a smaller current draw. This was about the best option left open to me, so I decided to do the required work over Friday evening.

John loaded up the BELFAST and did her speed test. She averaged out to about 24.3 seconds (OK), but John was unhappy with her acceleration compared to her trial runs. We were at a loss to explain the difference until we remembered that John had poured about a pound of epoxy into her hull bottom after the trials. The epoxy was installed to provide sloping troughs on the bottom to direct the water to the pump. After we returned to Dan's we weighed the BELFAST and found her to be 5 ounces over the maximum weight. Using trusty Dremel tools John and I removed over a pound weight from the hull (grinding out the epoxy) and superstructure (grinding away plywood and balsa). What a dirty job -- there were epoxy flakes everywhere. We reran the BELFAST at the lake after her weight reduction and John was much happier with her acceleration. The job was worth the effort.

continued on next page

PUMP DECAY BY FOSTER

Does your pump suffer from that dreaded disease called cavitation? Won't CREST with MFP Flouride or your dentist solve the problem? Then get a prefeed and solve your problems! (certified by the ACDT, the American Council on Devious Tactics)

Seriously, if your pump suffers from cavitation problems, this may help, and while primarily aimed at the Turbo pump, I don't see why it won't work for other designs too. To begin, select a pump with a motor shaft that extends at least flush with the bottom of your pump housing. If you have been short shafted it will be necessary to rig some kind of extension to reach beyond the housing confines. select a locking collar of the correct size to fit the shaft and set aside. Now cut a disc of brass slightly larger than the diameter of your intake hole. Drill a hole in the center of this disc (or you can drill before cutting out the disc) the same size as the motor shaft. Now solder the lock collar you set aside earlier, assuming you can still find it, to the disc. Grind the disc concentric by chucking in a drill and holding against a file or other abrasive medium (old Presidents Columns I wrote). Then use your trusty Dremel tool and thin abrasive cutoff wheels to cut six or so more or less even sized blades in the disc from the rim to the lock collar.

Bend these blades in the correct direction for your motor rotation and pump impellor (you want the water thrown INTO the pump), and mount onto the shaft so the disc is just below the housing. This should spell an end to your cavitation problems for a very marginal loss of efficiency. If not, PLEASE don't tell me, as pumps are a pain! See figure 57738-57734 where ever Fluegel has hidden it for a graphic example of what I mean.

Jamie E Foster

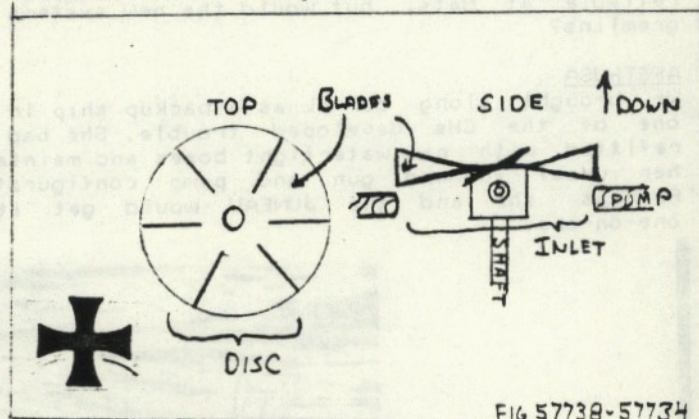


FIG 57738-57734

Oh, I almost forgot to mention that while we were at the lake John set about constructing an underwater hazzard that we English would keep secret from the World sailors (are we becoming like the Axis?). He rounded up six beer cans and lined them up next to one of the islands where we do much of our battling. By surrounding the line of cans with mud he was able to build a barrier that was not visible from our piloting positions but the barrier was about 2" below the surface of the water. He left a narrow channel between the barrier and the edge of the island so we who knew of the barrier could sail through it if we were really pressed. Dirty pool, huh? We're learning from Fluegel!!

THE SHIPS & CAPTAINS

Dan had set up the sides as the British against the World. These teams seemed even, and could always be changed if the results were too onesided. The World team was composed of three (and a half?) American ships and one Italian ship.

ROMANI

Rick Schultz was using his Italian CL. She's fast and a small target but most of the English were happier to see her than Rick's VON DER TANN (his German WWI battlecruiser with 2 more guns than the ROMANI). Rick is an aggressive and skillful captain who always figures in the outcome of any battle.

MARYLAND

Danny Schultz's BB is a veteran ship that has had its share of teething problems. She has lots of freeboard and is not swift (sounds like the RODNEY); would she become the prime target of the English fleet? Rick had experienced electrical problems at Nats -- were they solved?

SOUTH DAKOTA

Will Montgomery is an experienced Eastern captain who was venturing out into the world for the first time. Reports from Marty Hayes said that Will was

aggressive and the SOUTH DAKOTA was extreme effective in 1987 on the Eastern circuit. SOUTH DAKOTA battles with adjustable twin gun turrets that are usually boresighted at a degree angle rather than athwartships. Would this configuration pose new problems for the English?

JUNEAU

Karl Shafer brought his new CL(AA) to this meet. She's a lovely ship that he powered with 7 nicads. The pump looked small, but could she hit? Karl had her armed fore and aft so he has flexibility in her layout.

SULLIVANS

Karl also brought his USA DD along for so combat. The SULLIVANS was at the 1987 Nats a Karl says he enjoys battling her even in fle battles. She also is powered by nicads. The battery change rule has aided the small ship greatly and its great to see DDs and CLs in fle battles.

The English fleet was composed of two BBs and 1 CHs so they had the World outgunned by one unit (16 to 15) assuming Karl used the JUNEAU rather than the SULLIVANS for most of the battles.

VALIANT

Dan Hamilton had the veteran BB reskinned after her Nats damage and she was ready to go. Her pump had proven to be effective at Nats and Dan was fighting her aggressively, using her twin rudders to slug toe to toe with faster BBs. Is this Elizabeth class the only effective British WWII in our hobby?

WARSPITE

Marty Hayes brought the veteran WARSPITE to a the English fleet. She was armed with fore and aft guns so would probably be used as a long range gunner by the English. The WARSPITE and VALIANT look similar (as they should) and they would be battling a faster USA BB. continued on next page

BELFAST

John Jass was using the new English CH that was constructed to give the English fleet a large CH capable of punching with BBs. She had separate X-cells for propulsion and her pump; this was an advantage at least in theory. However, the past history at regionals of new ships was not good -- were her systems reliable enough to make her effective?

SWIFTSURE

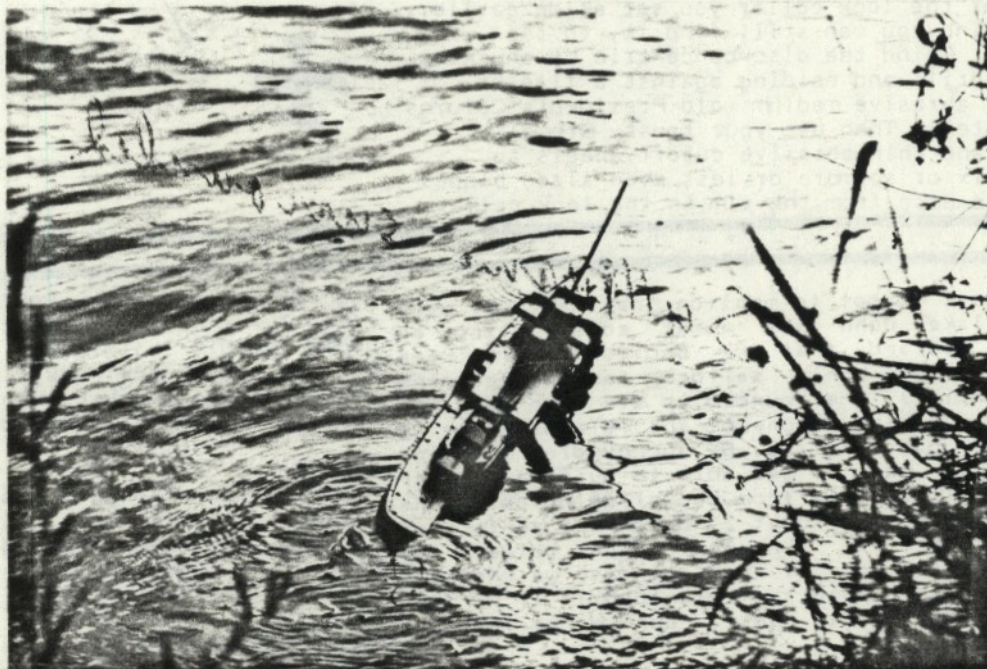
The second Jass CH was the veteran ship that I have used for three years. She was patched but not reskinned from Nats and had new watertight boxes, BV of power and new motors. She had been fairly reliable at Nats, but would the new systems pose gremlins?

ARETHUSA

We brought along our CL as a backup ship in case one of the CHs developed trouble. She had been refitted with new watertight boxes and maintained her usual forward gun and pump configuration. Perhaps she and the JUNEAU would get it on one-on-one.

MARYLAND so he decided to sit out the first battle. Thus the sides were SOUTH DAKOTA, JUNEAU and ROMANI for the World against WARSPITE, VALIANT, BELFAST and SWIFTSURE for the English. Looked even, with maybe a slight edge to the Mad Dogs and Englishman. Battling finally started at 12:30 PM. Rick had early problems with the R/C of the ROMANI, but she came out of it and continued. BELFAST was experiencing forward gun problems that limited John's options, but he carried on. ROMANI became temporarily grounded (not on the beer cans) and VALIANT blasted her with about eight broadsides; ROMANI's pump lit off and she unstuck herself and limped away. BELFAST did the same number and ROMANI returned the favor. Meanwhile VALIANT had lost a prop (unknown at the time) and was steering sluggishly. ROMANI went on five pumping strongly and VALIANT closed in. Sluggish VALIANT rammed ROMANI moderately and Rick wisely brought her in to check. (Good strategy.) By the time ROMANI was retrieved, inspected and relaunched her five minutes was almost over and she survived. Will drove SOUTH DAKOTA aground on the beercans while on five, but WARSPITE had only 10 bbs left and used them up. The battle ceased at 12:45 for a total time of 15 minutes. Points were

The destiny
of A
destroyer.
A hard
truth for
Carls
Sullivans.

SATURDAY BATTLING

John and I arrived at the lake at 0900 -- we were the first to arrive. I speed tested the SWIFTSURE with her new (third) installation of two 4.8V motors on BV; she tested legal about 1/3 second slow (good enough). Dan and Mary arrived and Karl was next to show up. We were planning to start battling at 1030 when the VCR operator was scheduled to appear. At 1030 the Maryland battlers had not made an appearance, so we would obviously be starting late as usual. Marty, Will and Danny finally straggled to the lake site in the familiar camper. They had had serious car trouble during the night with the transmission and were lucky to have even made it to Decatur. A short time later Rick and Beth drove up in their new wagon -- all the captains had arrived. By the time all ships had been speed tested and loaded up it was past noon. The weather was lovely (75 degrees and sunny) and a soft off shore breeze was blowing the water to a very calm state (unusual for Decatur). I used the TV video to help make notes as to what occurred during the battles -- that is a real help.

BATTLE 1

Danny was having electrical problems with the

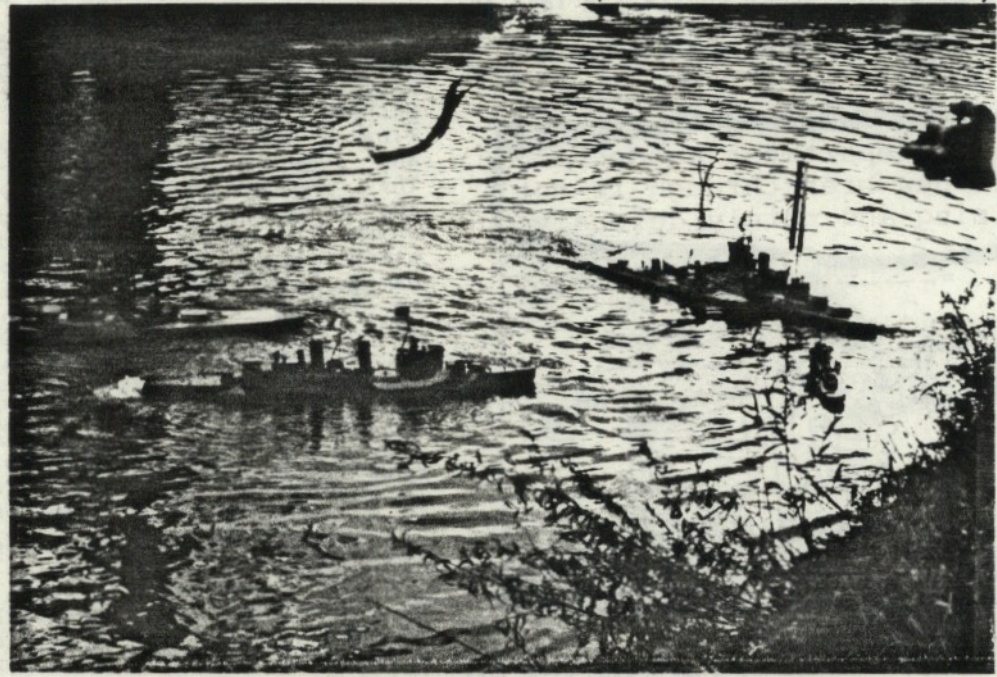
totalled as follows: SOUTH DAKOTA 620; ROMANI 650 (thanks VALIANT); JUNEAU 0; WARSPITE 120; VALIANT 420; BELFAST 400; SWIFTSURE 0. Marty rammed someone for a -200 penalty. The English had won the first sortie 1270 to 940 but Will was raising havoc with the SOUTH DAKOTA's angled guns. The English would have to adjust.

MARYLAND remained out of Sortie 2, so the sides were the same. ROMANI went on five fairly early as the 650 points she got in Sortie 1 were a factor. VALIANT and WARSPITE were engaging SOUTH DAKOTA when WARSPITE was heavily rammed by VALIANT. WARSPITE attempted to return to shore, but sank quickly by the stern. When Marty removed her she had a silver dollar sized hole in her stern port quarter; VALIANT's ram bow had done the deed. SWIFTSURE and JUNEAU were engaging in a constant running battle but as the scoring indicated damage was minimal. After the exit of the WARSPITE VALIANT and BELFAST fought with SOUTH DAKOTA and it appeared that SOUTH DAKOTA got the best of the exchanges. When BELFAST went on five, JUNEAU gave chase but with only a stern gun Karl had difficulty getting decent shots. No ship sunk in sortie 2, and the outcome seemed to be in doubt (except for the -800 awarded to VALIANT). When the ships were pulled out and the holes counted the

continued on next page

World had won Sortie 2, 1130 to 460 and the battle 2071 to 1730. Sortie 2 damage was: SOUTH DAKOTA 250; JUNEAU 0; ROMANI 210; WARSPITE 430; VALIANT 400; BELFAST 260; SWIFTSURE 40. Karl had brought the JUNEAU through two sorties with no damage! Will seemed was giving more to the English than he got -- we would have to get better.

damage seemed to be moderate in this sortie. But it wasn't!! When we totaled up the damage we all had done 2580 points worth -- not a paltry total. Damage was as follows: SOUTH DAKOTA 220; MARYLAND 840 (including withdrawal penalty); ROMANI 40; SULLIVANS 460; VALIANT 640; BELFAST 220; SWIFTSURE 160. As in the first battle the English had triumphed in the first sortie, 1560 to 1020. Ar



The Sullivans is surrounded.

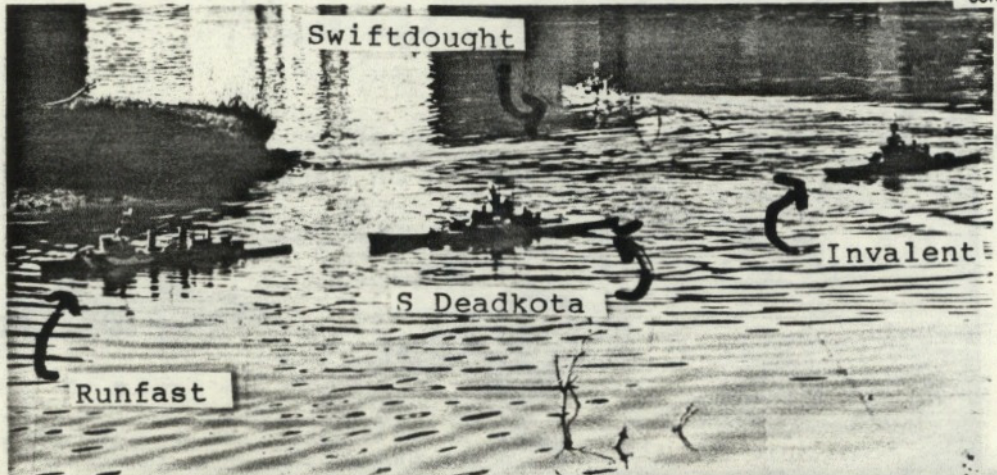
BATTLE 2

The WARSPITE's radio gear was soaked and she was out for the day (thanks VALIANT)! MARYLAND was ready to go and Karl was switching to the DD SULLIVANS for this battle. We couldn't hit the CL, what chance would we have to puncture a DD? We decided to leave Karl alone and not waste time chasing the SULLIVANS. The lineup for Battle 2 was SOUTH DAKOTA, MARYLAND, ROMANI and SULLIVANS against VALIANT, BELFAST and SWIFTSURE. The battling early in the sortie was spread out and inconclusive. And then, SULLIVANS wandered into the fire fight zone and BELFAST loosed a few. SULLIVANS went aground in front of the pits and VALIANT and BELFAST sped over to squash the hapless DD. They blasted her on her side and she was resting on the shallow bottom and sunk. ROMANI became entangled in some of the shore brush and took a few from the English. SOUTH DAKOTA was later chasing the BELFAST and John ran BELFAST through the gate in the beer can line and escaped to Will's surprise. Will missed the channel through the beer cans and SOUTH DAKOTA was grounded for a time on the six-pack. MARYLAND had been hit hard during the battling and her pumps were not doing the job so Danny went on five and beat a hasty retreat. Except for the sink of the SULLIVANS

we had no damaging rams!

With MARYLAND out of the second sortie due to problems and the SULLIVANS out due to sink, looked good for the English!! We had the outnumbered and outgunned. VALIANT, BELFAST and SWIFTSURE against SOUTH DAKOTA and ROMANI. Should have been easy to protect our 500 point lead at coast home -- right? Wrong -- the worm will turn in this hobby. Sortie 2 began at 4:51PM and right away it looked good for us as ROMANI ran aground in the channel and VALIANT came over to lend helping hand. ROMANI's after gun was spitting freon throughout the sortie and was not effective. VALIANT punished her. BELFAST and SWIFTSURE were punching with SOUTH DAKOTA and bbs were flying. After Will disengaged, he chased the VALIANT and the VALIANT went aground. SOUTH DAKOTA poured the bbs in (12 double aft gun salvos were counted in the video) and severely damaged VALIANT who was unable to unstick herself and limp away pumping hard. SOUTH DAKOTA chased BELFAST who was on fire and pumping hard from 3 below the waterline hit. But a stern chase is a long chase and BELFAST survived. When the damage was totaled the World had pulled it out again! For the second time they had roared back after trailing in the first sort

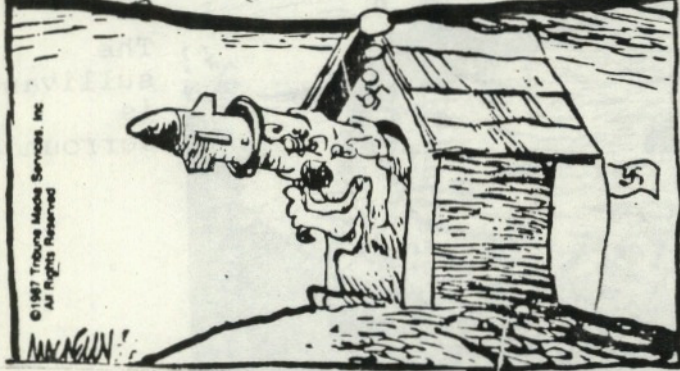
continued on next page



and pulled out victory.-- 2420 to 2280 for the battle. Second sortie damage was: SOUTH DAKOTA 310; ROMANI 410 for the World; VALIANT 920; BELFAST 440; SWIFTSURE 40.

In each of the Saturday battles the English had held the lead after the first sortie and lost the overall battle to the comeback efforts of Rick and Will. Drats and curses!!

The AXIS R&D department announces that there new breakthrough is not destabilizing and purely defensive



SUNDAY BATTLES

Sunday dawned sunny and warm; the prediction was for 75 degree weather. I got up early and went to breakfast at the cafe next door. After finishing I drove to Mar's and picked up an DJ and muffin for John. We arrived at the lake at about 9:30 and unloaded and set up. Marty and the WARSPITE would miss this sortie (and maybe the entire first battle) due to the repairs on the van. He would get to the lake ASAP. Karl also had problems with the JUNEAU, so we decided to go three on three for the sortie. MARYLAND, SOUTH DAKOTA and the ROMANI were on the water for the World while the English fleet was composed of VALIANT, BELFAST and SWIFTSURE.

BATTLE 1

Battle opened at 10:48 AM and early in the sortie the SOUTH DAKOTA was heavily engaged in front of the pits by the VALIANT, BELFAST and the SWIFTSURE. SOUTH DAKOTA fought her way clear and it was impossible to know who got the best of it. Early on also the ROMANI rammed the VALIANT hard and the two pumps of the VALIANT lit off quickly and with volume. VALIANT was headed slowly toward shore and it looked like she would sink -- John jumped in the water to save her and keep Dan from

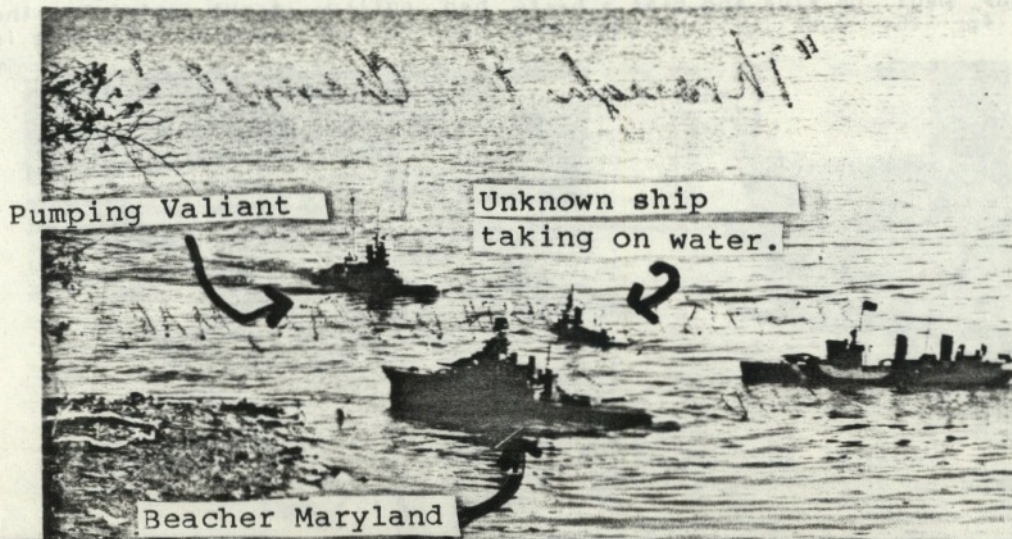
jumping in with his bad knee. While unattended the BELFAST ran aground on the far side of the island. By agreement I went out and freed BELFAST and refloated her. While the VALIANT was being patched (and the ROMANI sat out), BELFAST and SWIFTSURE battled with the SOUTH DAKOTA. VALIANT and ROMANI returned and the BELFAST went after the MARYLAND in the channel. MARYLAND was on five minutes this time, I think, and BELFAST got some telling shots into her. While BELFAST was lining up on the slow MARYLAND, SOUTH DAKOTA came to offer support. BELFAST and SOUTH DAKOTA traded some bbs, but finally BELFAST got lined up back on the MARYLAND and pumped numerous forward gun bbs into the BB. The MARYLAND quickly sank by the stern in front of the pits. After Danny had removed her from the water the battle resumed and went into a series of stern chases; it was difficult to judge as far as damage was concerned. Sortie 1 ended at 11:06 and it looked like an English victory. Damage points were totaled as follows: SOUTH DAKOTA 210; ROMANI 0; MARYLAND 1100. The English suffered as follows: VALIANT 120; BELFAST 370; SWIFTSURE 200. VALIANT had fared better against SOUTH DAKOTA and the BELFAST damage was a good trade for the MARYLAND sink. The English had won 1310 to 690; Rick had been penalized -200 for the ram on the VALIANT and BELFAST was guilty of a 100 point ram.

The second sortie was begun at 11:53; JUNEAU and WARSPITE were both ready so they joined the fray. The odds seemed to favor the English with the MARYLAND sunk and the VALIANT back in. Battling started with a general melee in front of the pits with all seven ships involved. They parted and VALIANT and MARYLAND picked on ROMANI in the channel. After the ROMANI escaped the BELFAST and SWIFTSURE engaged her -- say this, Rick will battle anybody, anytime. Meanwhile, SOUTH DAKOTA was slugging it out with VALIANT and WARSPITE and bbs were flying. Where was JUNEAU all this time? Following orders, skirting the battle, looking for cripples or ships in trouble. As various ships went on five minutes the WARSPITE and the SOUTH DAKOTA duked it out in the middle of the pond. Battling ceased at 12:12 and it was not clear who had gotten the upper hand in the second sortie. It was after we counted points -- the World had by a score of 1010 to 500. Damage in this sortie was: SOUTH DAKOTA 290; ROMANI 170; JUNEAU 40 (we had hit her!); WARSPITE 470; VALIANT 400; BELFAST 100; SWIFTSURE 40. But when points from both sorties were totaled the English had won 1709 to 1501. At least we weren't going home with zero wins.

BATTLE 2

After Mary had made us all sandwiches for lunch and we had patched the ships and reloaded freon and bbs we were ready to go again at about 2:20. We finally got in the water at 2:30 and began. The World fleet was SOUTH DAKOTA, MARYLAND, ROMANI and

continued on next page





THE BRIAN SPYCHALSKI AWARD

By Fluegel

This is the third annual presentation of the Brian Spychalski Award. Carl Camarati, Jeff Poindexter and now, myself are the honored recipients of the trophy. Brian was a class act and I have a sobering feeling when I look at the trophy.

JUNEAU. The English were fully represented with WARSPITE, VALIANT, BELFAST and SWIFTSURE -- all teams were at full strength so it would be a fitting end to a hard weekend of fighting. Could the English make it 2 in a row and tie the score (and kiss their sisters)? Each side rushed in to begin and another free for all occurred in front of the pits, within 10-20 feet of the captains. Early into the sortie BELFAST rammed JUNEAU and both ships came to shore -- no damage. ROMANI was working over WARSPITE but VALIANT came to her aid and two BBs chased away an aggressive CL. SWIFTSURE rammed MARYLAND and caused 100 points damage above the waterline. Two more ships in for ram check. Will was looking for English ships to fight and went after the BELFAST after she returned to the fray. SOUTH DAKOTA rammed BELFAST hard and BELFAST began circling in the water and John declared five out of control. We decided he should bring in the BELFAST to check for ram damage and sure enough the SOUTH DAKOTA ram had knocked a motor loose in the BELFAST causing the u-joint dogbone to come out of the brass coupling. Now SOUTH DAKOTA could wait on the shore for BELFAST to make ram repairs. Our captaining was getting worse and worse. Where was SWIFTSURE all this time? Cruising around with no bbs; I tested her guns on the water prior to the sortie, but I must have fired the remnants from Battle 1, as I went empty really quick. I only had 2+ hours to reload my guns between battles. Real smart -- maybe I'm ready to built Axis! After all rammed and ramming ships had reentered the fight WARSPITE slowly settled into the water; her pumps were not working (after the battle Marty found a broken wire in the pump circuit). The sortie ended with VALIANT and BELFAST carrying on the weekend long fight with SOUTH DAKOTA. The sortie ceased at 2:53 and was a definite World victory. The damage was: WARSPITE 1130; VALIANT 380; BELFAST 260; SWIFTSURE 40 (extra -100 for the ram) -- a total of 1810 damage points. The World damage was: SOUTH DAKOTA 300 (add -100 for BELFAST ram); ROMANI 150; MARYLAND 0; JUNEAU 20. The World damage was a mere 470 points. The World captains were confident of victory with their 1340 point cushion.

The final sortie of the weekend began at 3:43. (We were all waiting for the VALIANT -- as we seemed to do all weekend.) But the English were willing to wait for the VALIANT especially as the WARSPITE was AWOL. The R/C Combat Worm turned real quickly

Do Yourself a Favor, Bribe Your Wife:

By STAN.

If your wife just doesn't seem to want to be a combatant you might try a tactic that I used on my wife. First I got an extra ship (the Scheer going. This meant that I now had two more or less equal ships completely ready for battle. Next, I asked Sherry if she would like to go to the lake and shoot a ship (My Oregon City) with the Scheer. She kinda liked that idea. We then went to see "Top Gun". After that I mentioned that I really needed some "Top Gun" training that she could help by operating the Scheer against my Oregon City. I suggested that she have about a 15 minute cruising session to learn to operate the ship with by O. City in the water at the same time. This would teach her to drive the ship with another ship in the water at the same time. Then a sortie would be played in which her Scheer had full magazines and the O. City had no BBs. She would learn (risk free) how to aim and shoot the guns. In the third cruising the O. City and the Scheer would both have full magazines and we would slug it out. She stated that if I beat her the way I did in chess, she would probably not battle any more. Then while she was still thinking about it, I put the "icing on the cake". I said, if she would battle me that I'd take her out to eat Super Supreme Pan Pizza and Pizza Mut. She yelled, Okay! See how it's done. Do yourself favor and "Bribe Your Wife".

In a future article, I'll report the details of the battle. I'll also report whether or not she will ever battle again and whether she wants to play "mixed doubles" battling with other couples. Well It's 4:05 pm and Fluegel is still not here. I'm going to print this out anyway.

in this sortie. For some (unknown) reason at the beginning of the sortie the VALIANT was settling into the water as her pumps did not turn on; VALIANT was proceeding slowly through the channel she was gently rammed by the MARYLAND -- and the VALIANT pumps lit off and were both pumping furiously. Dan headed her for open water to get ahead of the flooding. The MARYLAND went from a bad situation to a worse one. Per the video tape the MARYLAND went aground high and dry on the far side of the island one minute into the fight and Danny immediately went on five minutes. John took the BELFAST on the double to the beached MARYLAND and shot 42 bbs at the BB (I counted the reports on the video) from the forward gun. SOUTH DAKOTA came chugging to the site and SWIFTSURE engaged her to allow BELFAST freedom of movement. ROMANI also joined in the battle and soon a dewatered VALIANT also came to get into the fun; while the English ships battled the 2 World ships the battle flew. From time to time VALIANT was able to bring her broadside and aft guns to bear on the MARYLAND and the BELFAST was able to get in more licks with her aft gun as MARYLAND sweated out the five minutes. SOUTH DAKOTA and ROMANI were not idle during this time defending MARYLAND; they punished the VALIANT and the BELFAST with 400 points of damage apiece during this furious engagement which lasted less than 5 minutes. Had the English done enough damage to the MARYLAND to win the battle -- now, not 1340 points worth! When the five minutes of agony were over Danny retrieved the riddled MARYLAND and got out his calculator. The sortie went until 3:58 and during the end the BELFAST and the VALIANT were still battling the SOUTH DAKOTA while SWIFTSURE and ROMANI waited out their five minutes. Second sortie damage was as follows: SWIFTSURE 80; VALIANT 400; BELFAST 400. For the World the damage was: JUNEAU 0; ROMANI 20; SOUTH DAKOTA 450; MARYLAND 2280. So the English have triumphed by a score of 3120 to 2590. The World

continued on next page

turned!! Everyone kiss their sister!!

AWARDS

After all points for the weekend had been totaled the standings were:

Will Montgomery	3971
Dan Hamilton	2636
John Jass	2328
Tom Jass	2328
Rick Schultz	1835
Danny Schultz	1397
Karl Shafer	1378
Marty Hayes	587

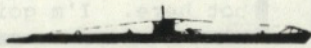
The Overall Grand Champion was Will Montgomery and his SOUTH DAKOTA. John Jass and I tied for high CH and Dan Hamilton and the VALIANT won High BB. Thank God I had rammed the MARYLAND in the morning or I would have won High CH and that would have made a travesty of the award -- John was about four times as effective as I was all weekend long. Such is the injustice of our scoring system. Oh yes, the BELFAST won Best of Scale. For sure John was right about me finishing her prior to fall regionals.

Once again thanks to Mary and Dan for a fun, well-run regionals. The weather is always perfect in Alabama in the fall and their regionals are always a good way to end the battling year. Rams were up drastically from the spring regionals -- a bad sign. Ships only sank when their pump didn't operate (or they didn't have one as the DD).

See you in Alabama in the spring

Tom Jass

Old Man Jass



USS, 1838, Kiel.

News from the Northeast

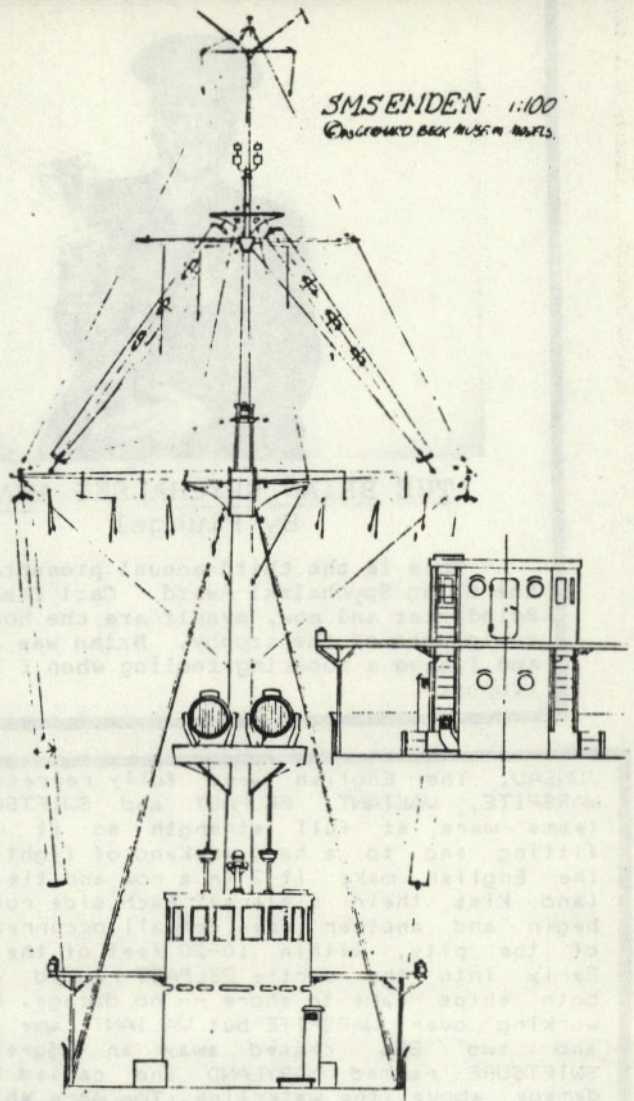
We came, we saw, we lost! Well, perhaps not entirely. But at the spring regionals in Maryland, the Allies with more ships, guns, and captains lost in all the battles but one. The overall points were still slightly in the Allied favor due to a large point advantage in our one victorious battle. Everyone enjoyed the regional which lasted three days and involved nine captains and ten ships. The sides at various times were as five ships (2 vs. 3) to 9 ships (3 vs. 6).

Next Regionals planned: Everyone here is talking about a regionals in August (for those who can't go the Nationals). We also hope for a regionals of some type in Sept.-Oct. time frame. Some talk is being made to make the second one part combat regionals and part scale boat meet with a precision steering contest involving other scale ship clubs on the east coast.

Joe Vilar is back and he's ready! Joe called me not too long ago and announced that he moved to Virginia and he is ready to battle again. He has a V² Battleship ready for battle, the Roma.

Carl damages self, but is recovering. Carl hurt his knee during difficult acrobatic maneuvers on an attic stairway and will have to have a operation to repair torn cartilage, or whatever. This will keep him down for several weeks but he expects to be recovered for

continued on next page



PLAN REVIEW BY S SMITH

For building my ship I bought two plans, one of the LUTZOW and one of the GRAF SPEE. I also bought one of SMS EMDEN (WWI) for future use.

DKM LUTZOW, Scale 1/144, 2 sheets, Drawn by Jeffery L. Poindexter, available through Amarillo Scale Warship, Cost: \$16.00+P&H. As many of you probably know, an excellent plan. Sheet 1 has left profile, fore and aft views, deck plan, and detail views. Sheet 2 has templates for model ribs, deck, and keel.

DKM GRAF SPEE, Scale 1/200, 4 sheets, Drawn by Juan Colomar Torres, Modelista Naval, available through Taubman Plans Service, Cost: \$30.00+P&H. This plan is from Spain though views are pretty much self-explanatory. Sheet 1: right profile. Sheet 2: left profile with deck outline plan and turret outline. Sheet 3: deck plan, fore and aft views, bridge and AA gun details. Sheet 4: hull lines.

Plans are somewhat confusing, being drawn with very heavy lines and shape of deckhouses on sheets 2 & 3 do not agree with each other.

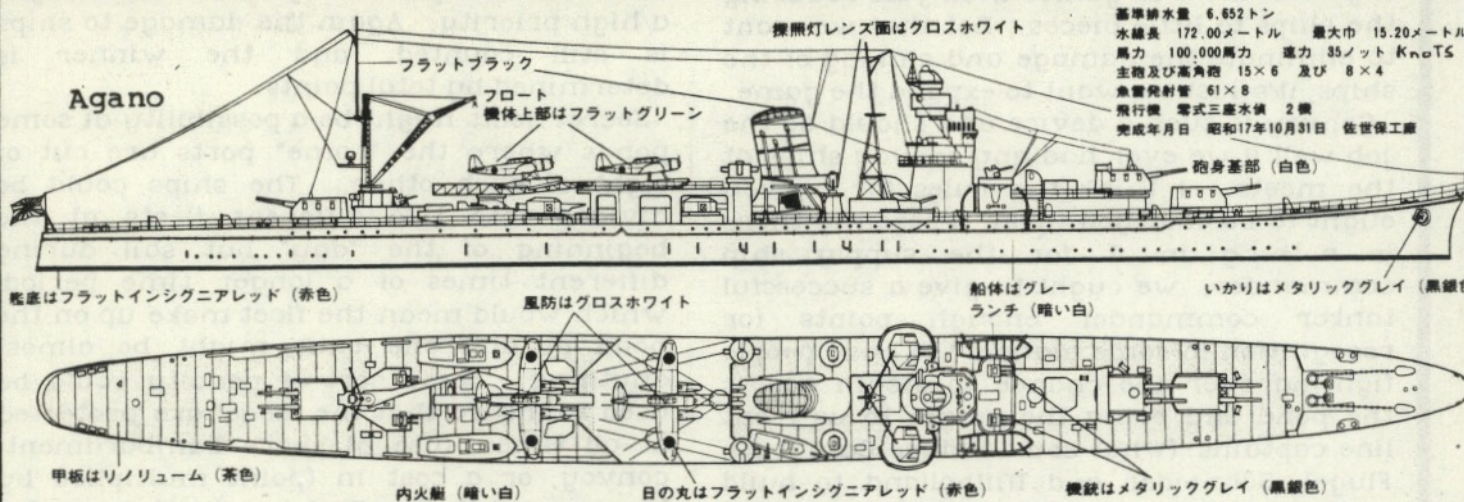
SMS EMDEN, Scale 1/100, 3 sheets, Drawn by Gerhard Beck Museum Models, Oakville, Ontario, Canada, available through Taubmans, Cost: \$35.00+P&H.

Sheet 1: right profile. Sheet 2: deck plans, hull lines, gun, boat, and deckhouse details. Sheet 3: bridge and rigging details.

An excellent plan with lots of good detail. Title block on sheet 1 also gives prototype dimensions, model weight, and description of color scheme.

the August regionals.
 Combat ship successfully negotiates harbor transit. -
 The Warspite was entered into a precision steering
 and piloting contest at the Valley Forge Model Ship

Society invitational meet. Much to my surprise, she
 won - 1st. place. We also got to meet many other ship
 modellers who had a lot of questions about R/C
 combat.



HULL BUSTERS
Herr Fluegel

It's my time of the year. You, I hope, are going to send me \$6.00! That's right, your subscription to this marvelous rag is up! I encourage you to use the form below to insure accurate bookkeeping on my part. In order to keep things simple I am changing a few of my practices, should you not receive your issue (Milholland) just check the new form where it says "Where's my _____ issue of Hull Busters". That way I can clear up any bookkeeping or mailing problems that could occur. That reminds me, the three wise men didn't have a Honda civic, but they were all in Accord....I really need to get your subscription money, I'm so poor that I had to buy used paint...It came in the shape of a house. Why doesn't six like to be by seven? Because seven eight nine!

Back to Hull Busters, all copies from 1984 to any month, any time in 1988 costs \$1.00. That means you can buy back issues at no additional cost incase you subscribe later in the year. (All foreign rates are doubled). Thanks to all the authors this year! I

believe this issue has the "Best Battle-Report" of the year. The "Battlefield Journalist of the Year" is Tom Jass, thanks for the action packed report, "like kissing your sister." I also wish to acknowledge Tom for grabbing Gerald Roberts' camera at NATS and taking the "photo of the year" published in the last issue of Hull Busters. Thanks Gerald Roberts for sharing it with us all. The beebie splash against your Harona was splashing smashing!

As this is the last issue of the year, I will take this opportunity to acknowledge the joy and pride, we all feel for bringing Peter Futschik into our ranks. Peter, a flight from Australia makes this hobby super expensive for you and we appreciate your dedication, you are truly obsessed! We all enjoyed your warm personality as well as your interesting contributions to Hull Busters, MATE.

One last item, the "Ghost Squadron" from Oklahoma seem to be an exciting, hardworking, addition to our hobby, I look forward to battling with you and sinking the rest of you in Amarillo!

The last item of each year is the 6th Annual Hull Busters Survey. All subscribers are encouraged to send it in with your subscription, that includes you Mom.

1. I have battled, yes ___ no ___ 2. I have seen battles, yes ___ no ___ 3. I am building a ship, yes ___ no ___ 4. I am Axies, yes ___ no ___ 5. I will participate in the 1988 NATS, yes ___ no ___ 6. I wish the ships were less destructive, yes ___ no ___ no opinion ___ 7. I wish we had less sinks, yes ___ no ___ no opinion ___ 8. I wish the ships were simpler, yes ___ no ___ no opinion ___ 9. I wish the target in campaign was out in the water, yes ___ no ___ no opinion ___ 10. I wish we would have four scheduled battles at NATS instead of two and if a captain's ship wasn't ready then he wouldn't be allowed to fight in that battle, yes ___ no ___ no opinion ___ 11. I wish we would have the next NATS east of the Mississippi River, yes ___ no ___ no opinion ___ 12. I wish in Campaign that only a set number of ships could attack a convoy ship, yes ___ no ___ no opinion ___ 13. I wish we didn't require membership in an insurance organization (NAMBA), yes ___ no ___ no opinion ___ 14. I wish Hull Busters came out monthly, yes ___ no ___ no opinion ___ 15. I wish I could sink Fluegel, yes ___ no ___ I acknowledge the

- impossibility ___. 16. I wish moss was a different color, yes ___ no ___ no opinion ___. 17: I wish we would change the rules in order to make the ranges in combat farther than they currently are, yes ___ no ___ no opinion ___. 18. I wish large convoy ships could carry more cargo than small convoy ships, yes ___ no ___ no opinion ___.

THE FORM

_____ I am subscribing and have enclosed \$ _____.
 _____ I have a new address.
 I haven't received my _____ issue of Hull Busters. To Subscribe send this form with your money. to Herr Fluegel/3524 Gray Drive/Mesquite, Texas 75150. Your phone number with area code is _____. Advertising rates are \$2.00 per 8 lines. All articles should be singled spaced and 4 3/4 inches wide. Please start your article with a title and a "By line". Rates are \$6 in Feb, \$5 in Apr, \$4 in Jun, \$3 in Aug, \$2 in Oct and \$1 in Dec. All Foreign rates are doubled. Do not subscribe for 1989 Issues.

Cut & send

GAME TIME FOR SHIPS

BY MARTY HAYES

The thought has occurred to us in the North East that perhaps we need some other object to the war games than just reducing the ships to little pieces. Not that we want to eliminate the damage and sinking of the ships, it's just we want to expand the game.

Convoy is such a device and should do the job well if we ever had any convoy ships at the meets. I think the rules for convoy ought to be enlarged upon. Presently there is nothing in it for the supply ship commander, we ought to give a successful tanker commander enough points (or recognition in some manner) to have people fighting over the chance to steam across the pond and bring the ammo to us front line captains. (what could induce Camurati, Flugel, Schneider and Milholland to build convoy ships?) If the convoy section of combat extended over some period of time with ships being able to leave port and return at any time during that period for supplies and perhaps even some repairs (chewing gun on the large holes?), the whole thing can become a full war.

Another style of war game might be one suggested by Carl and partially tried out in the North East is shore bombardment. A

target (which shows hits) is placed at each "home port" and the ships can fire on that as well as the other ships. However, the point value of the target must be of enough value to make protecting it and attacking it a high priority. Again the damage to ships is still counted, and the winner is determined by total points.

Secret fleets might be a possibility at some ponds where the "home" ports are out of sight of each other. The ships could be divided into two different fleets at the beginning of the "day" but sail during different times of a longer time period, which would mean the fleet make up on the pond at any one time might be almost anything. Some sort of penalty could be used to insure that the "seas" are protected at all times. (use of shore bombardment, convoy, or a cost in (point multiplied by time period.)) The fleet to rule the seas for the longest period wins.

Other possibilities exist such as board games ashore which dictate fleet makeups, 3 way fleet battles, or other variations to add new flavor to the game. There was and is a good deal more at stake in fleet conflict than which ship can pound heck out of another, and I would like to gain some of that flavor at times.

FROM THE OFFICE OF THE MAJESTIC GRAND ADMIRAL

As the Grand Admiral of the Axies forces, I wish to extend congratulations to John Barrett on the occasion of his marriage to the highly sought after; Fraulein Amy. I also extend a wish for a joyous Christmas to Axies all over the world. Our year has been marked by victory, and I can see no end to our dominance. It is unfortunate that there remains a remnant of Allied war mongrels which continue to decline our generous peace plan; peace through Global Dominance! Merry Christmas you Allied mongrels. *Love Fluegel*

HULL BUSTERS
GRAND ADMIRAL HERR FLUEGEL
3524 GRAY DRIVE
MESQUITE, TEXAS 75150

Ender, Spring 1941,
Baltic.

