

HULL BUSTERS

DEC 1991

A DAY OF DARKNESS

By Fluegel 11/91

It's shocking news, a moodiness sweeps over us to hear that Charlie lost his boy. I have never met Charlie but his pain has visited my home. I think the fact that it was a drowning at an R.C. boating (noncombat) activity that makes the

hole tragedy some how ...haunting. I sat here alone time thinking (praying) of what comforting thing I could say. I drew a blank. Just God bless you Charlie, God bless and protect your hole family. Were there is emptyness may you find peace and healing.

SAD NEWS FROM ORLANDO, FLORIDA:

As I write this letter its with a heavy heart. as of Sunday, November 18,1991 a dear friend lost the most precious thing there is. A CHILD. Charlie Griffin was a friend, A fellow boater (as crazy as we are) and a help to all of us here in Florida. My children had played with Kyle Griffin at the lake as well as buddy and debbies child who new Kyle better than anybody. I guess you could say they were best friends with the Griffins.

It hit everyone of us hard as it will anyone who knows how precious and how much of a treasure it is to have a child. The loss is felt by all. OUR HEARTS, LOVE and STRENGTH GO OUT TO THE GRIFFIN FAMILY.

IN LOVING MEMORY OF:

KYLE GRIFFIN

MAY GOD GIVE THE GRIFFIN FAMILY THE LOVE AND STRENGTH TO DEAL WITH THIER LOSS AND THE ABILITY TO GO ON.

From the Florida Task Force 144
Buddy and Debbie Friend, Greg and Crin Wilson, Mike and Lynn Elledge, Mike Smith, Lief Goodsen, George Goff, Don Cole and all our children.

MAY GOD BE WITH US ALWAYS AND PROTECT OUR MOST PRECIOUS.



**SINCEREST CONDOLENCES TO THE
CHARLES GRIFFIN FAMILY**

By Stan Watkins, 11/23/91

I have just received word of the tragic loss by drowning of Charles Griffin's three year old son. We want the Griffin Family to know that our thoughts and prayers are with you. You are certainly not alone in your anguish. There is little to take comfort in at a time like this. My mother and father lost 2 sons in a 3 year period of time. You should have considerable comfort in the fact that your son is in the comforting arms of Jesus in heaven. He no longer knows any pain but only joy. Jesus has dried all of his tears. The loss, then, is for us who are left on earth. The Parents and friends can treasure the memories of this precious son that they have in their hearts. At a time like this we often ask why a loving God could allow something so terrible to happen. We cannot know the answer. Certainly it was not because the child was a bad or evil person. We know that from the book of Luke, chapter 13, verses 1-5. There were Galileans that Pilate had caused to be killed. In verse 2 Jesus asked "Suppose ye that these Galileans were sinners above all the Galileans, because they suffered such things?" His answer was "I tell you Nay:...." Verse 4 relates to a tragedy where the tower of Siloam fell on and killed 18 people. Again Jesus asked "... think ye that they were sinners above all men that dwelt in Jerusalem?" Again the answer was Nay:. But in each of these cases Jesus issued a warning to those of us who were still living to repent (turn away from sinful ways) or we would likewise perish. So we know that this precious child did not die because of his sin. Rather than blaming God for the loss, we really should be thanking God for those precious times

of the sharing of the love with this precious child. This innocent child saw all of the hell that he will ever have to experience when he was here on earth. He now is experiencing the joys and love of being in the arms of Jesus. An we know Jesus cares deeply for the little children and will take special care of them in heaven. We know this because he rebuked his disciples when they tried to keep the children from coming to Jesus in Luke Chapter 18 verses 15-17. It states "But Jesus called them unto him, and said, Suffer little children to come unto me, and forbid them not: for of such is the kingdom of God. Clearly in the kingdom of God the children will be able to come to Jesus to be comforted. So this son is not the one who has suffered a loss, it is only those who are left here. And there will be a joyous reunion when his parents join him in heaven. But Jesus addressed concerns for those that are left behind. He instructed them to repent. We have seen how fragile human life is. What are we going to do to assure that it is meaningful? Mainly we should love one another (with a love that we get from Jesus). Jesus gave us that commandment in John 15 verse 12, "This is my commandment that you love one another as I have loved you." If we love one another we will have a joyous life as it says in verse 11, "These things have I spoken unto you, that my joy might remain in you and that your joy might be full." As we go through this sorrowful loss please remember, you are not alone. We love you and Jesus loves you and wants to comfort you too. God Bless and comfort you is my prayer.

Loving you in Jesus,

Stan

Stan Watkins

TO DO LIST

By Kanker Pain
Nov 11/91

This year we voted to install a 250 psi safety relief device between our tank and our valve's. This can be done in two ways, (1) a commercial safety relief valve, (2) a 2" (minimum) piece of 250 psi line. If anybody knows of a reliable, small, under \$ 20 valve, LET US KNOW ! I predict we will all show up with a 2" piece of line in our freon systems.





I imagine many voters believed their blue line would make them exempt. This is not the case, the blue line is 1000 psi ! How about some one paragraph articles about your installations with a close up photograph!

**NOW IT'S TIME TO HAVE A NAVY
NICE DAY IN GEORGIA**

That's right! The Southeastern Spring Regionals will be in Georgia in 1992. April 25-26, 1992, is the date, Baxley, Georgia is the place, Bart Purvis is the site host, and battling and fun are the objectives. Send your \$12.00 entry fee and your radio frequency to Bart at Route 7, Box 465, Baxley, Ga. 31513 for an information packet and maps.

Get that new construction finished or the refit completed on your present beauty and see how she stacks up against the competition this spring.

Ya'll c'mon down, up or over as the case may be.

	NORCAN	
	Battle Squadron	
	19 91	
<u>Lt. John Doe</u>	<u>XX</u>	<u>000</u>
Name	Init	No

NEWS FROM THE NORTH

By: Brad Browne

November 18, 1991

Yesterday afternoon, NORCAN Battle Squadron had it's first meeting of it's whole membership. We discussed the future of our merry little band, and we now have six guys committed to building ships, to be completed by the spring. Since we are a new club, and one of our foremost priorities is to get ships on the water by the spring, we are being rather lenient in the construction of these ships. The other members will be building their ships to a length of 3 to 4 feet, and we don't really care for now what they look like. A little bit

of superstructure detail will be required though. We have one member who is rather good with machining tools, so he has been asked to build the guns for the club. We are hoping to have the first gun out and ready by the end of December or early January. Included is a copy of our membership card. It is all done in black ink, and the flags are done in (of course) red. We have managed to acquire the use of a pond site, about half an hour out of town, and we'll be putting it through a lot of use this summer.

One little rule that our club has that may appeal to you guys is this, all NRCAN ships ~~MUST~~ have a Canadian flag on them, somewhere visible, in order to be allowed to combat. A little sticker on the bow will suffice if one so wishes, or in the case of those who are patriotic, (like me), you can mount a 3 by 6 inch desk sized flag on your mast. It may be just the thing for those of you (and us) that you are in fact Canadian (or American) despite having a German or British or Japanese warship.

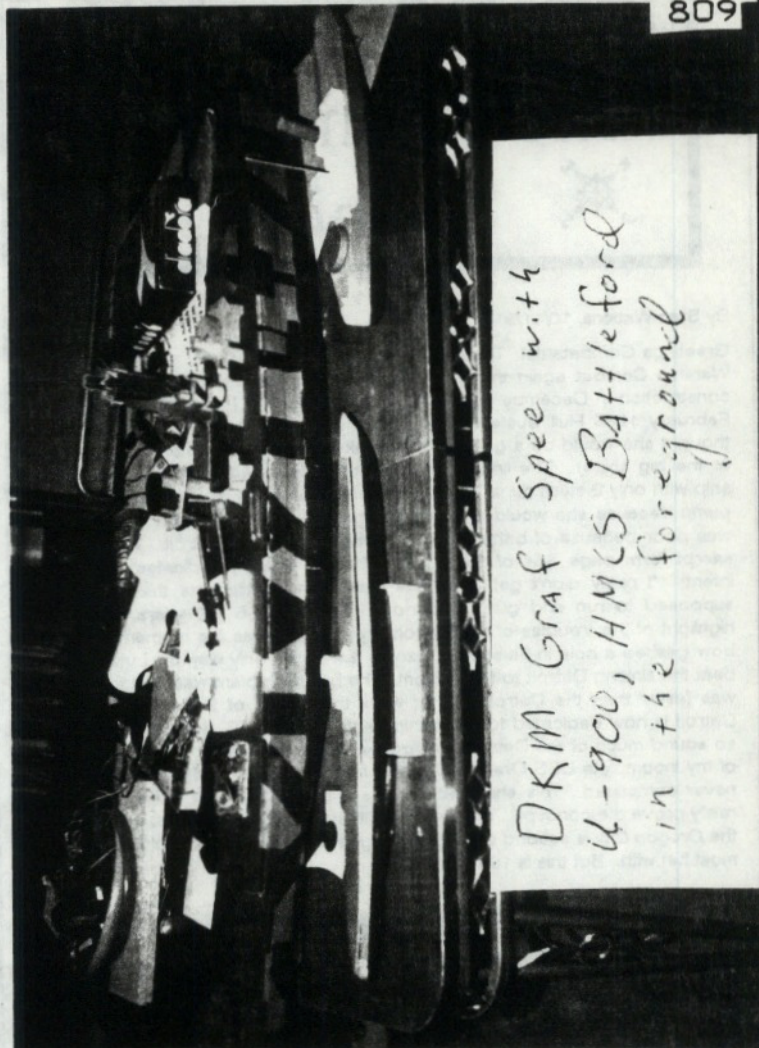
(Admiral's note; I'm more than a German, I AM GERMANY !!)

My Graf Spee is coming along great. I got a set of props from Exact Miniatures a couple of weeks ago, and man are they beautiful, I recommend them highly to you. My pump had it's first full test tonight, and she can run a gallon through in about 2 1/2 minutes. Not quite up to what you guys do, but for my first try, I'm quite pleased with it. At present, all that is left to do on the Graf is to install the radio gear in her, buy batteries, and get guns for her. The batteries are coming (hopefully) for Christmas, and the guns will be ready by the end of January.

Our club has enstated a rank structure for classifying each member as he builds his ship:

- Commodore: more than 4 operational combat ships
- Captain: one to four operational combat ships
- Commander: first ship, sea trials complete, no combat yet
- Lt. Cmmdr: first ship, in the fitting out basin
- Lieutenant: first ship, hull & superstructure complete
- 2nd Lt.: first ship, hull or superstructure complete
- Ensign: one still dreaming, blissfully unaware that someday, he'll get his hands glued to a sheet of balsa 5 minutes before going out to dinner

Well that's about all for now folks, it's starting to get cold up here again, and the canal is starting to freeze (see guinness book of world records under Skating rinks, Longest) and that extra quilt is feeling nicer all of the time. You guys have got it easy down there, most of you have never seen snow, I live with 3 or 4 foot snowbanks for 3 to 4 months of the



DKM Graf Spee with
U-900, HMCS Battleford
in the foreground

year. It's about this time of year that I start wishing that I had enough money to go to Florida for a few weeks (maybe permanently). Oh yeah, I have now reached the age of majority here in Canada, that's right, I've finally reached the big one eight. Now that's really all.

Brad Browne

Brad Browne

Proverbs 3:5-6

Lt. Commander
DKM Graf Spee

Brad, please buy a new ribbon, and happy et al birthday!

(If any of you know anything about a club in Montreal Canada, please drop me a line, at 1000 Stormont st, Ottawa, ON, K2C-0M9, (613)-225-3689, we've heard rumors, but we've been unable as of yet to contact them.)

THE MAN who answered a newspaper ad for an experienced sea captain had a peg leg, a hook and an eye patch. "You certainly look the part," said the interviewer. "How did you lose your leg?"

"A cannonball took me leg, and now I wears the wooden peg."

"What about your hand?"

"Aye, laddy! I was in a sword fight, and now I have the hook."

"How did you lose your eye?"

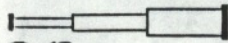
"T'was a terrible storm off Tortuga. The riggin' was all foul, and I looked up and a sea gull . . ."

"And that put your eye out?"

"No—it was the first day I had me hook!"

—Contributed by David M. Berry

Observations of the Founding Father



By Stan Watkins, 10/11/91.

Greetings Combatants! The first American Omaha class CL was active in R/C Warship Combat again this year. Again? Yes the USS Detroit was begun construction in December 1985! Mention is made of her on page 330 of the February 1986 Hull Busters. At that time her hull had been completed. I thought she would be a good ship to make a sniper ship (stand off and snipe at the big ships). The first ship specifically designed as a running gunning ship with only 2 stern guns. What a radical ideal. She would not even have a pump because she would normally not get hit. The execution of this theory was poor because of battery/speed problems with the Detroit. The following excerpt from page 364 of the June 1986 Hull Busters indicates her design intent: "I really didn't get in on the main fleet battling as the Detroit was supposed to run and gun." Sounds like Orlando 5 1/2 years later. The highlight of the troubles of the Detroit 5 years ago was the moment when her bow gashed a hole in Fluegel's Lutzow. It was the only way the Lutzow could beat the sinking Detroit to the bottom. The basic problem was that the Lutzow was faster than the Detroit. What were the results of that battle? "So the Detroit is now dedicated to small ship battling for 1987." But the concept was so sound much of the Detroit's equipment was transferred directly into the hull of my incomplete USS Oregon City that had been launched back in 1981 and never completed. This ship became the first real "Running Gunning" ship to really prove the concept. The Oregon City had battery power to burn. So far the Oregon City is second only to my original Wiohita as the ship that I had the most fun with. But this is 1991 and

The Detroit Is Back!!

Dateline Orlando Florida: The small 2.5 unit 23 second light cruiser played pest with the big guys this week end. Stan Watkins missed Nationals for the first time in his life but he was able to have a mini-Nats in Orlando as some of the very best of the Axis big (no Fluegel you were not there) ships tested the Detroit. Early in the first sortie of her new life Will Montgomery's UN Hiel awesome 24 second Battlecruiser came after the Detroit. Will maneuvered to bring his deadly sidemounts into action. The Captain of the Detroit is a veteran "running gunner". Just when it would appear that the sidemounts might be brought to bare, the Detroit would pull ahead and turn and let fly those annoying twin stern mounts. Not deadly, just annoying. As the shots could be heard hitting the Hiel's bow, Will was heard to shout, "Good shooting Stan." The Hiel then turned off in search of more profitable prey. So fighting the Detroit is a lot like fighting the Oregon City or the Oklahoma City. Running Gunning is fun as long as your ship works and you don't make a serious error. In the third sortie Will had to be convinced again. Same result. Pap, Pap, Pap, Pap, Pap ... Bye Will! Next it was the "Hunter Killer Group" the Mike, Nathan, Frank /"Derflinger Darlins". Let's Box him in! Now this can be very dangerous to a little guy! Wake up Stan!!! Hello! Ram! I gotta check that ram. Ah, you ain't sinking! What are you coming in to check? This was a good comment from the Captain of a ship that is four times the displacement and has twice the pump of the one rammed. After this brief timeout the "box in" tactic was not reattempted. The Detroit had undergone 2 deliberate (and welcome) attacks by the Hiel and the attention of the "Derflinger Trio". She had no holes in her hull. The Hiel was not so lucky. After all of this came the fight with the Mogami. Charlie Gilliam did a very commendable job of battling the Detroit. He managed to do something the mightiest Battlecruisers could not, he shot two holes in the Detroit. The Detroit also returned the favor. The Detroit had been handicapped by not having the elevation working well to allow the stern guns to hit the attackers at a distance of more than a few inches. That has been corrected. The officers and crew of the USS Detroit (CL-8) are looking forward to future battles of "Little Ship, Big War!" Charlie Gilliam indicates that he is building the Omaha Class Cruiser USS Marblehead. I look forward to Omaha Class Cruiser team harassment of the Axis Battlecruisers and Battleships. The bigger they are the harder they hit bottom.

Three photos on next pages. Certisie Stan.

STUPID / INTERESTING

By Boyd Foot

You know how you can get balloons with stuffed bears inside the balloon. How about a set of ship components inside a clear balloon with a ship painted on it? ? No, Tom has already done that....never mind, bad idea!

What Every Rookie Should Know Before Entering Battle!

by Lief Goodson

My USS Houston, DKM Lutzow, DKM Atlantis and SMS Vonn Der Tann have been sunk a total of 18 times at IR/CMWCC sanctioned events. These ships have individually sunk a handful of other ships, and assisted in sinking a dozen more. All this has helped me come to pretty stark conclusions about combat and ship reliability. Based on this experience, I have developed the following rating system for the importance (1=most) of the various ship systems.

1. PUMP



TRUST ME! The Pump is the most important ship system. Even if your dead in the water, a good pump will save from going swimming. Furthermore, most ships leak and will sink within five minutes without a working pump. I have been sunk by pump failures in each areas discussed below.

a) **Pump Switching System** - I recommend using both an automatic and a manual pump turn-on switch. I have had both fail, and both have limitations. Even the best automatic switches (float and electronic type) have high failure rates. Some manual switches are very reliable, but I've seen even the best battlers forget to turn them on.

b) **Pump Screening System** - Proper pump screening is crucial. Just putting a piece of screen over the pump inlet hole causes many battlers to sink. Trash doesn't get into the pump, but accumulates against the screen and prevents water from getting to the pump - which is worse! Build a screened box around the pump itself to maximize the surface are available for water travelling to the pump.

c) **Pumping Capacity** - You must pump a minimum of one gallon per minute. A high capacity pump can make up for a lot of holes.

d) **Pump Integrity** - More often than you think, pump rotors break. Use brass, stainless steel (especially for the set screws) and high-strength solder for rotor construction. Make sure your housing can withstand a lot of stress.

2. Ballast

Most Rookie ships sink mainly from improper ballasting instead of from BB damage. An improperly ballasted ship will list when it takes damage. Then three things occur:

- 1) You have less buoyancy due to the decreased freeboard on one side.
- 2) All the water inside the hull collects on one side - away from the pump - furthering the list!
- 3) Your speed is reduced.

3. Throttle



Groesbeek, November 1940, Baltic.

Guns are of little use, and rudders are of no use, if your ship is dead in the water. A simple forward-stop-reverse throttle is the most reliable, as variable speed throttles are notorious for shorting out. I recommend using two STDP lever type microswitches for your throttle. If you use high current motors you may want to get ones bigger than the standard Radio Shack lever switch. The older Radio Shack DTDP toggle switch works well also, but requires a lot of servo torque to throw.

4. Batteries

Make sure your batteries have enough capacity to drive your ship for 80 minutes (two sorties) while pumping.

5. Rudder(s)

Make sure you have very, very little slack in your rudder(s) control arm. Make certain that the rudder is extra-firmly connected to its rudder post. Inability to turn equates to BB holes.

6. Guns

If you only have a single gun working, and all your other systems are working, you can still be effective and have fun without getting sunk. If only one gun is working, make sure its your stern

gun. Since the rudders are near the stern of all ships, the stern is the first and fastest part of the ship to turn when the rudder is pivoted. This makes it much easier to line up shots with a stern gun than with a bow gun or a side mount. The stern of the ship is (usually) also closer to the waterline and offers a low angle trajectory.

Wiring could also be considered an important ship system, but I didn't think of it when I made my list. Ships often catch on fire due to shorted connectors or the shorting of exposed wires. Just make sure no wires are exposed, you solder everything you can, and you use high quality connectors on wires that can't be soldered. DEAN's pins are pretty good connectors for both radio and power connections.

You don't have to agree with my rating system, but it just might make your first combat event a little more enjoyable. I look forward to seeing you all on the water.



A ROCKY'S VIEW OF FLEET R/C COMBAT

From Jon Fisher

On May 31st, at approximately 1230 hrs. Eastern Standard Time, the Northnortheast Fleet (Wrentham and Quincy, Ma.) of HMS Barham and HMS Invincible, captained by Jon Fisher and Cliff Holmes, respectively, set sail for southern waters and fleet combat at the Spring Northeast Regionals(1991). After a nine hour drive of discussing watching accidents on the other side of the road, not getting lost in New York City, and why traffic slows going up hills even on major highways, the fleet arrived intacked in Severn Park, Md. After a brief allied fleet meeting, at Marty Hayes' well equipped garage-work shop, we continued to our encampment at Steve Andrews place. We were up early to arrive at the battle pond by 0800 hrs. on Saturday, 1 June, 1991. The axis fleet and most of the allied fleet was already setting up shop at pond side. The usual exchange of insults and challenges were heard. The allies, with a two to one superiority (11 ships vs. 5 ships) looked like sure winners. The allies divided into two fleets. A forward fleet of American and Russian ships commanded by Steve Andrews in the USS Massachusetts, and a rear fleet of British ships, commanded by Marty Hayes in the veteran HMS Warspite. The battle began and the Axis killer squadron of four boats (three almost identical German WWI battlecruisers and one Japanese) tore into the allied fleet. With well worked and executed tactics of two, three and four boats working together, the axis boats started to sink the allied fleet.

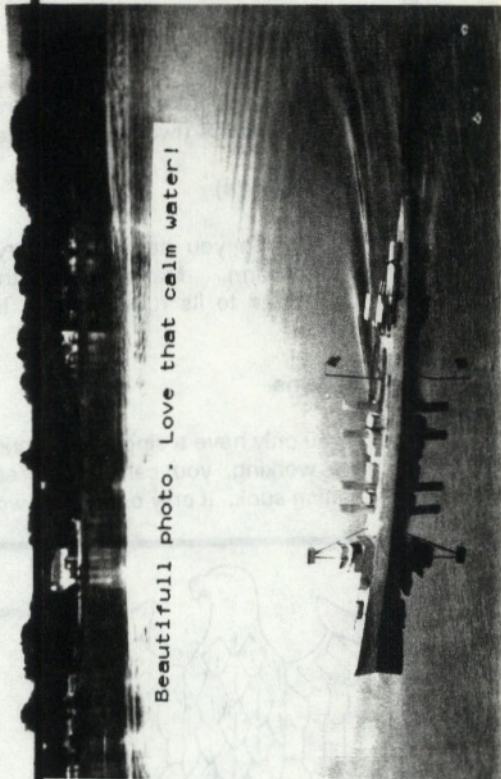
With this my first fleet action, I found it quite confussing. Within minutes I found myself in trouble with no throttle, a glitch in one of my servos. My guns still worked, but I could not move forward or reverse.

This is a big lake! NATS site?

I called mechanical five minutes and found my fellow allied vessels doing a fantastic job protecting their wounded rooky. Mechanical five minutes means I could remove my boat but I had to wait five minutes while the enemy knew I was in trouble and they tried to close in for the kill. I still managed to get in a few shots if an axis ship crossed one of my guns. With five minutes up I removed the badly wounded HMS Barham. By this time the Massachusetts had been sunk and the Invincible was in bad trouble. Cliff was considered a turn coat, since he had fought on the axis side last year with the German cruiser Prinz Eugen. The Invincible sank rather majestically late in the first sortie of battle one. The first sortie ended with the allied fleet hurting, three boats sunk and others with a great deal of damage. The Axis fleet was in good shape with no boat in serious trouble. After correcting my throttle problem, the second sortie began with most allied ships pumping continuously. It didn't take the Axis pigs long to realize that among others, the Barham was ripe for sinking. The Barham went down with guns blazing about half way across the pond (40 feet away). The water was shallow but the bottom left a lot to be desired as far as having to make contact with it in order to recover the boat. I noticed that Chris Pierce let other people recover his boat when it sank. When the battle ended and the points totalled, the allies were defeated at greater than five to one in points (1850 to 10,500).

With a lunch break to repair damage, lick our wounds, and rethink our strategy, the second battle began. We noticed that one axis battlecruiser was hiding in the rear axis area and a four boat allied fleet circled wide and attacked her. We managed to drive the German ship into the weeds and with his position hopeless he declared his ship sunk rather than face the damage. Declaring yourself sunk is counted as one and a half times the sink points. This was the only clear allied victory of the day and the amazing thing is that the German ship only had one hole. The second battle continued and the allies did better. For a rooky I felt real good in surviving both sorties of the second battle and only having holes totalling 450 points. The allied fleet still lost by better than two to one in points (4500 to 11,500). The HMS Tiger, captain and fellow dentist Paul, was badly beat up with over 2500 point holes but did not sink. The Invincible was sunk again having pump problems.

After dinner at Lenny's backroom and a night of rebuilding (up til 0200 hrs.), we were up early to arrive at the battle pond for our third fleet battle of the weekend. Once again the fleets mixed it up with BB's flying and balsa popping. At the end of the first sortie, the Barham had over 45 holes and pumps going continuously. Between the sorties



Beautiful photo. Love that calm water!



Admiral Pate, "No, you can't desert"!

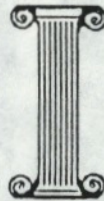


Cliff was checking the Invincible when she suddenly sunk. I turned around to find Cliff waist deep in the pond looking for his boat. Once again pump problems. After firing his guns under water the bubbles coming to the surface revealed the Invincible's hiding place. The 2nd sortie of the third Fleet battle of the 1991 spring north east regionals began with the HMS Barham moving forward under pump power. My pumps were going so much that the water coming out was moving the boat. The firing started and Barham mixed it up with one of the German battlecruisers. Things were going great when suddenly my aft pump stopped and the Barham went down by the stern. Upon recovery there were 94 holes including 18 below the water line. As for the pump, it was totally clogged with debris.

With another nine hour drive to look forward to the Barham and Invincible were wrapped up. With the lessons learned at the spring regionals the Barham was in need of a total refit and an upgrade of all systems. It was not until August 25th that the HMS Barham saw combat again.

Don, please single space your articles. Also make your columns 4 3/4 " wide. This will seem to wide, but I reduce your articles 26 %.

President's Column



Commanders Report

11/16/90

Well, it is getting to be the time of year to start collecting the new memberships. The price is twelve dollars (\$12) for membership and breaks down into six dollars for membership card and rules package and six for your subscription to Hullbusters. Let us try to get the memberships in early, so your subscriptions start early, so that you have the new rules in hand when you are building that new "killer ship" and so that we can brag about how many members we have. The new rule changes have been typed and sent to the club sec. for proof reading and will then be put into the rules package - These should be ready by the new year.

The membership should go to Ron Thibault, 7811 Overhill Rd. Glen Burnie, Md., 21060. club treasurer (Phone: 410-768-3095). He will add you to the membership lists and send your name to D.W. Fluegel for subscription. In addition, he will send you a rules package and membership card or cause same to happen.

New memberships received during this time period (after the last regional battle in the current year) are held for the beginning of the new combat year unless specified to be on the current year by the new member.

With the failure of the new rule concerning rotational turrets, the board must define what is meant by the current ambiguous rule. I expect to have some ruling by the first issue of Hullbusters in 1992. My personal view is that the ruling should

go with the "intent" of the initial rule and subsequent changes not the accident of terminology which placed it in it's confused state. Inputs to the this process should be made to any board member.

In addition, I will submit whatever the board decides as a new rule at the rules meeting in Fla. Nationals (1992). Should it fail in next years ballot process - the board next year will have to go back to the same process.

Electronic firing of guns is gaining momentum these days, and some members are concerned enough to start considering banning the practice with new rules. For those of you who are not familiar with what this is, it is new electronic circuits which take the place of the servo and micro switch in producing a signal to the solenoid firing the gun. Now in my own opinion, this adds no extra advantage except perhaps reliability and possibly some speed advantage to firing with the drawback being cost and greater susceptibility to water damage. I don't believe that we should ban every effort to progress in this hobby or we would all still be fighting with Mark 5 BB guns. In the past we have banned self-sealing hulls, automatic gun ranging systems, turning systems, and electronic speed controllers which applied extra voltage during initial acceleration. Most if not all of these decisions improved the hobby and/or kept extra complications out of the ships. I don't believe that electronic firing of guns falls into these categories any more than commercially available pumps. Please give the new technology a chance to be tried.

The board will react to any requests for rule rulings (clarifications) which are submitted officially to it. In addition, requested changes to the ships list must be submitted with documentation to back up the requested changes. If required, the changes will be submitted by the board to a naval expert (professional in the field).

Here in Maryland, our area code has now changed, the new area code is 410 rather than 301 for many of our battlers. My own phone number is now 410-757-5593.

Marty Hayes, Captain of the HMS Warspite

SOME HISTORY,

and I need to fill some space!

By FLUEGEL 11/21/91

I happened across an old diary today. I wrote on Thursday, December, 1987.

" First air-sea, radio controled battle that had both of the opponents with working weapons. Stan's gun miss fired and blew a hole in the hull, above the water line. My system was growing effective the third flight when I crashed into a tree! The fuselage went threw the branches, but anything that stuck one inch out of the fuselage was sheared off. Front wings, back wings, rudder and wheels."

" When we arrived at the crash site it was a big mess. With every breeze balsa and wing-covering would rain down on us. The radio is OK. Nobody in there right mind would have repaired it, but we decided to. We dug the scraps out of the trash can, bought \$20 worth of balsa wood, designed a new wing, for faster, more manuverable flying and worked on it until 4 in the morning! We had a wonderful time and I'm sure we will do it again, some year."

It's fun to rediscover ones past.

Especially as this battle was recorded on 8 mm movie film. Unfortunately, the film ran out before the crash occurred. I should share with you that the plane's weapon was a nail imbedded fishing weight towed by a 6 foot string.



ELECT YOUR ADMIRAL
BY FLUEGEL

This is a time to celebrate! We Axis have so many awesome captains to pick from, its like scanning a menu of delicious deserts. Oh, this looks good, but so does this and that would be fantastic! There are so many winners to select from that you cant go wrong. Just let the captains go wild and the seas will soon be free from any floating Allies. Its a we live, they die set up.

To help you select these auspicious characters allow me to offer these qualifications. 1, They should have participated in numerous battles. 2, They should be revolting to Allies. 3, They should have a convoy ship, or have one under construction. 4, They should have no record of mercy towards Allies. 5, They should have a history of contributions to the hobby (E-Board, inventors, Hull Buster authors etc...)

Past admirals have represented a country, but as Joe is building the BISMARCK we no longer have an Italian option.

Place your votes on the lines. The admiral with the most votes will be the Gross Admiral. Mail the ballet to the club secretary at....
Leif Goodson 4419 Sil Kirk Lane E
Lakeland Fla 33813
All ballets are due by Jan 20.



Gross Admiral #1
Admiral #2
Admiral #3

HULLBUSTERS

Fluegel News

Another First From HullBusters

Dallas Daniel's Daddy works hard to bring you the best!

By Stan Watkins

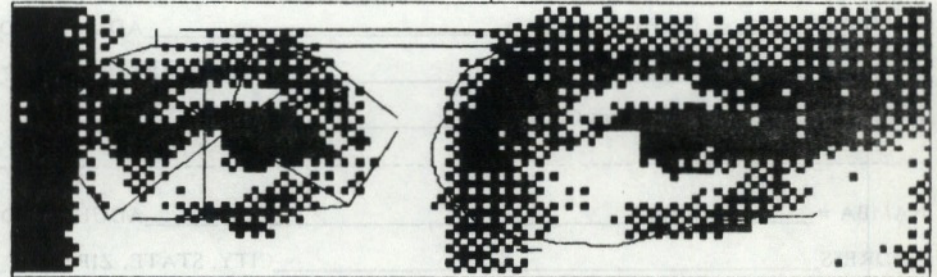
HullBusters is the best national R/C Warship Combat publication. Not always the most professional but consistently the most complete and informative Newsletter available in the World today. It has ridden out many storms and continues to be simply the best there is. Thank you Fluegel for your faithfulness and the service that HullBusters has been for so many years. I realize that it has been a great sacrifice on time and money to keep "banging them out" but you are appreciated. GOD BLESS YOU! and THANKS!!!

Breakthrough

Yes! Fluegel almost had a safety glasses lense breakthrough as he shot his opponent's ship. The ship was leaning slightly and Fluegel's legendarily powerful guns fired. One of his BBs struck the tilted deck and glanced up striking Fluegel's glasses. The impact fractured the lense. The lense stayed in the frame until Fluegel lay down to look into the sky. The lense then collapsed into Fluegel's eye. But the Lord was good again and Fluegel still has his vision. Shouldn't we reduce gun velocity? Thank you GOD for not allowing my friend to loose his sight. He needs it. We all do! Why don't we think alittle bit and fix this serious shortcoming of this great hobby? Let's reduce the risk. It's not too hard. Let's try.

It's Packed With Articles!

Only *HullBusters* gives you all the News features you want, including how-to's, Battle Reports, Rules Suggestions, Gripes and complaints,



and cartoons:

- a Written by Combatants
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- a Pump stories and tests
- a Motor and Prop reviews
- a Battery check hints
- a Radio Frequency news
- a Water tight box construction
- a Letters to readers
- a Santa's letters
- a Advertisements and new product announcements
- a Campaign Battle Rules
- a Combatant Names and Addresses
- a Action Battle Photos
- a Hokey jokes and slogans

Safety Glasses

wiped out by Fluegel's Super Mimi-guns in Texas Battle!

See stroy entitled "Breakthrough" this page for details of this intriguing story. Is it finally time to reduce gun velocity? Looks like it!

If we don't regulate ourselves it will be done for us. Let's do it ourselves and do it right. It could be your eye that we save!

This is really important!!!

**EYE SAFETY!
LET'S SAVE
THE EYES**

**ITs So Nice to
See**

**Don't Shoot eyes
Pro-Sight**

Look Out!

**Fluegel is
Shooting!**

This form MUST be used to apply for NAMBA International Membership. You need not be a member of a particular club in order to join NAMBA. If you are an individual member, please leave those areas which relate to clubs blank.

Enclosed is \$_____ to enroll _____ members listed below under the Modeler's Insurance Plan of \$1,000,000.00 Bodily Injury/Property Damage (with a \$500.00 deductible), and \$1000 Personal Accident coverage (with a \$20.00 deductible) during the calendar year of 1992 of any part thereof.

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Complete the following information only if being submitted by a club or a club member. This information may be omitted if the application is from an individual member:

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Make check or money order payable to:
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ADULT MEMBERSHIP....\$40.00

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R/C Warship Combat

The First Ten years

October 23, 1977-1987

A TEXAN IS BORN

After winning the "most feared" trophy Chris Pearce was invited to live in TEXAS. Chris jumped at this opportunity and selected a location between the beloved GROSS ADMIRAL FLUEGEL and ADMIRAL DIRTY DAVE HAYNES. We humbly call this piece of paradise Fort Worth. Texas was once an "allie free area". It will be again!....Welcome Chris. ■

Conclusion by Fluegel

Thanks again to all the generous contributors! I was a little worried that I wouldn't have enough articles...! Please please keep them coming.

Maybe the E Board could tell us how to fill in the NAMBA form on page 815. The bottom part is...unclear. As Marty noted in his President's column, its also time to join the club and subscribe to HULL BUSTERS! Send \$12 to Ron Thibault. 7811 Overhill rd. Glen Burnie, Md. 21060 and "get the works". If you only want the rules, and membership, send \$6 to Ron. If you only want Hull Busters, send Fluegel \$6. DO NOT SEND ME MONEY TO JOIN THE CLUB. Hull Busters cost \$6 for 1992. It won't matter when you subscribe, you will receive each juicy issue, so subscribe now and get the news while its still news....and better yet join the club at the same time.

The next issue may include the fall, S.E. Regionals. I think the author is struggling a bit and I wonder if it will get typed up? Also, did Santa die? He always sends me a fun list at this time...maybe Santa is waiting to tell use what every body got?...! I lost my roll of film that I wanted to use to make "combat cards", so send me any clear photos of friends that you feel would enjoy having a card made of them. I kind of feel bad to ask for yet another favor, but ya'll are so good to me that I will! Send your contributions by Jan 25. I also want a mini/van and back massage!

Thanks to Pate who is helping me up the rate of fire on my Bismarck, and may God become more and more obvious to you all in 92. ■

New R/C Warship combat History Book

A New Book features the story of the early beginnings of the Hobby of R/C Warship Combat (Childhood Dream of Stan Watkins). The book starts from the middle 1950s mook warfare in Ardmore, Oklahoma with several of Stan's friends and progresses up to the early 1980's when most of the technology of the hobby was fairly mature. The book is a collection of the recollections of the author and the records written in the "Progress Reports" diaries of the 1976-1980 time frame. Many audio cassette tapes of conversations between Stan and D. W. Fluegel (another key person in the history) were also used to obtain accurate information for the events of significance.

Precombat sources are also surprizingly plentiful. The precombat portion of the "Progress Reports" Diaries are useful along with the early battle reports contained in the "Sea Wars" manual. This manual covered the battles of the motorized plastic model ships that were tethered, to fixed points in the Amarillo North Waste Water Treatment Plant final effluent tank. These ships were fired on from shore by combatants using a single Daisy standard BB rifle. The gun was passed from one combatant to another until a ship was sunk. The combatant whose ship was sunk lost his turn to fire the gun. There were many of these battles in July and August of 1976. They were the direct precursors of R/C Warship Combat. Using the first three of these ships Stan was able to teach Jeff Poindexter and D. W. Fluegel some of the basics of electric propulsion for model warships. Several other combatants also participated in this game for a while. The ships were becoming too easily sinkable (except for Stan's Revell Arizona which never was sunk). Fluegel's Scharnhorst and Jeff's Missouri were sunk numerous times, but we are getting ahead of the story. You will hear of this and the R/C Warship Combat versions of these ships that would be important factors for several years in the hobby. It is a fun story of a dream realized through persistant determination. I hope you enjoy the story of the conception and birth of a hobby. ■

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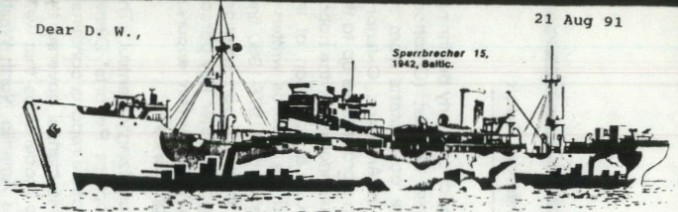
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\$6 FOR 1992. SHOULD YOU DESIRE TO SUBSCRIBE LATER IN THE YEAR YOU WILL STILL RECEIVE THE PAST 1992 ISSUES.MAIL TO FLUEGEL.

Dear D. W.,

21 Aug 91



Sperrbrecher 15,
1942, Baltic.

Hi! Just wanted to send you another short (?) article for Hull Busters. I wanted to write down some of my impressions of Nats week before they faded. Boy was Nats fun! I hope the article is OK.

On a more serious note, I was thinking of petitioning the executive board to make a correction to the ship list. I would like to see the Sharnhorst and Gneisenau classified as battleships rather than battlecruisers. When the Germans built these boats that is what they designed them as and that is what they were called; Battleships. Even the other navies of the time considered them as battleships (their armor belt was even thicker than that of the Bismark!). There are a number of references that substantiate this. According to the rules, the Gneisenau would remain a Class 5 boat but would gain another 1/2 unit. This would definitely help compensate for the recent speed advantages gained (and proposed) for the Allied shorter ships. Let me know what you think of this idea...

I am also sending along a couple of Imperial German flags I created on my PC at home. I'm planing on flying this flag on the Gneisenau instead of the WWII German flag because I think it looks better and because the WWII flag could potentially offend some people.

In what little spare time I have, I have also started to build an accurate 1/144 scale Arado 196 float plane. It looks real good right now! When I am finished, Phil Richardson (a new member of the club who is building a Jap Atago class cruiser and lives close by to me) is going to make a mold of it and we will be able to "mass" produce them in resin. I'm also starting on the master model for the Japanese Jake seaplane that Phil's cruiser was equipped with. We will also make a mold of it. We will make these models available to members of the club but we will probably have to charge for them to cover our time and costs. I'll let you know more about these later.

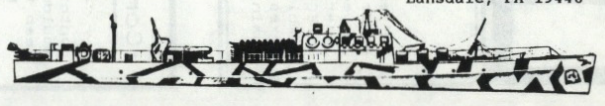
Well, I better get going now. Smooth sailing....

Ken

Ken Kelly

Capt. DKM Gneisenau

505 Winding Road
Lansdale, PA 19446



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