

**CHRISTMAS, 1995**  
**BY Sants Claus, KBE, DSO, VC**

HO! HO! HO! Its Christmas again and time once more to review my wish lists from all my Allied friends and the Axis "Bad Boys". Nats in 1995 wasn't as good for all for my Allied captains as in Houston in 1994, but if you all had fun and met new people than the year was good for you in things that really matter. Once again I will insure that all Axis captains get coal and switches in their holey (not Holy) stockings -- I hate to even descend their chimneys, as they take the same care of them as they do their ships.

As usual I will list your wishes and provide my answer to your fondest desires (not yours, Bart) -- a Cracker your age couldn't begin to perform your fondest desire, so I'll spare you the embarrassment and deny it.

**BART PURVIS:** All right, I'll list my second wish. Please bring me one of those Univ. Arkansas "Pig Helmets". You know the red one with the fat snout and the protruding canines. It would be just the thing for me and L'il Frank to wear at pondside while battling our Hogs.

**SANTA SAYS:** I thought you have been wearing one the past few battling seasons -- you mean that is your real face, not a Sooeey Pig mask?

**WILL MONTGOMERY:** Please bring me some cloth so I can make sails and go with Marty to the sailboat meets after I finish my "Bluenose" -- I'm getting bored shooting at people.

**SANTA SAYS:** I'll bring along some orange cloth so you can build a striking lobster boat. Just don't mount guns on her or they will throw you out of the club.

**WILLARD ADAMS:** Please bring me a Commodore's hat

and shoulder boards so that I can be Admiral of the "Over the Hill Gang's" cruiser division. BBs are just too much work for me anymore.

**SANTA SAYS:** Your wish is granted. In you Christmas stocking will be all the necessary equipment, including a truss and bifocals.

**D.W. FLUEGEL:** Please send us here in Dallas a Super Bowl victory for our beloved Cowboys!! We dislike the 49ers as much as we dislike the Allied fleet.

**SANTA SAYS:** I hated to see the Allies lose in Springfield in 1995 -- but my year will also be salvaged if my beloved Cowboys make it into the Super Bowl in January 1996. I will do my best to keep Emmet and Troy healthy this year.

**JAMES FOSTER:** Please drop a teeny lathe into you bag for me; I want to rifle the insides of my gun barrels. No one will ever notice.

**SANTA SAYS:** Just continue your development work on the rocket assisted bbs that you have almost perfected. Will Steve offer them as a standard product -- or just to Allies?

**DON COLE:** I need a few dollars so that I can complete my authentic Confederate Civil War uniform. My ship is in good shape so I can spent some money on my other hobby.

**SANTA SAYS:** I will do so -- wear that outfit to the Nats dinner in 1996. Most of the WWII USN officers were from south of the Mason/Dixon line anyway.

**PAUL BRORING:** Why don't my ships ever get a Best of Scale award? Bring me about \$200 worth of general scale details so I can add it to my BB.

**SANTA SAYS:** What a waste that would be. How about a French curve -- that would seem to be much more useful at this point.

**TERRY KEEF:** What can I do with the VANGUARD?



## "BOMB the PUMP"

By Danny Schultz

Help him Help him  
Help who?

Help the bombardier.  
I'm the bombardier and I'm alright.  
Then help him help him.

opening words to the movie catch-22  
I will tell you how to build a good pump  
outlet for your ship.

If you think about it a rain drop has no  
etties. Thus being a perfect falling object  
(just like a AXIS ship but that is another  
story). A bomb (like 500 pounders drop from  
B17's) Are the same except for the fins to  
keep them stable. We will eliminate the fins  
for we do not need it to be stable.

So how do we do it? You first must reverse  
the flow of energy ( this case being water ).  
To do this you need to take your raindrop and  
turn it into air. If do and put force behind  
it you get a inverted raindrop. (try turning  
your shampoo upside-down.)

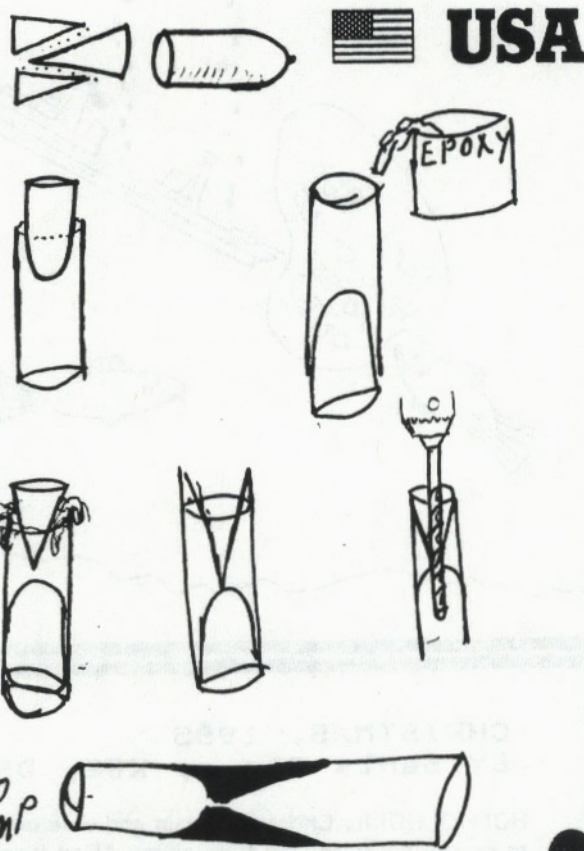
Now that I explained the main pricables  
behind it, let's get on with building one.

Take a short peice of brass tubing (or  
such) that will connect to your hose to pump.  
Get a 500lb bomb from any 1/72 air-o-plane  
and remove the fins. Cut the bomb in half  
like it was a piece of firewood. Apply a thin  
film of vasiline on the outside of bomb  
parts. Slide the front or rounded section  
halfway into tubing. If you are using the  
right size it should fit snug. Fill with  
five minute epoxy in the end were the outside  
of the bomb is. Take tail section and slide  
in point first until it touches the front  
section. Let it harden. Break off any epoxy  
on outside of tubing. Put in lathe with a  
drill bit 1 size smaller than legal. Cut  
hole. You should be able to break the  
plastic bomb peices out. Check hole size and  
adjust. If it is too big START OVER. When

you install put in so the water flow enters  
were the head of the bomb is and exits thur  
the tail.

I get a beautiful 9ft stream from mine the  
whole time the MARYLAND is pumping.

*Danny*  
Danny Schultz  
Captain (still!!!) of the  
USS MARYLAND BB46



She's too big for any mantle in my house. Maybe  
Pearce will buy it from me.

SANTA SAYS: You bought the pig from Pearce,  
remember? Strip off the superstructure and you will  
have a two person canoe. Great idea, huh?

FRANK WHITSELL: Help me talk my dad into letting me  
use the NORTH CAROLINA in 1996 -- I'm ready and  
he's just too old for all that firepower.

SANTA SAYS: Slow down, L'il Frank. My rule of thumb  
is that you have to be taller than the ship you are  
battling. (That's why Baker uses INVINCIBLE.) Wait a  
few years. Besides, Bart needs protection in Houston  
III.

GEORGE GOFF: Please bring me some tickets to  
Houston so I can battle at Nats for a change. I'll even  
bring Wilson and Elledge with me, and leave Leif in  
Florida.

SANTA SAYS: I should be able to stuff a few airline  
tickets into my bag. The Florida Allies would surely be  
warmly welcomed by the Allies at Nats.

STEVE ANDREWS & DANNY SCHULZ: Frank says the  
Japs captured the USS MISSOURI at the end of WWII.  
Then can't we use her as an Axis ship?

SANTA SAYS: That's true -- they towed her off of the  
mudbank. Just paint her green and fasten a Nip flag on  
her. If a green TIGER is a KONGO a green MISSOURI is  
a MISOUKA.

STEVE BAKER: Please drop off for me several hundred  
lineal feet of metal siding for my new workshop. I can  
finish her off and then get Danny's CL done in time for  
Baxley in spring 1996.

SANTA SAYS: Why don't you just drop a line to  
"Glasshopper Gerald" on the Internet -- he has  
thousands of feet of metal hard balsa from unskinning  
his YAMATO. How's green as a color?

DAVE & CHRIS AU: Sent us some battlers up here in  
the frozen tundra. We are ready to go up against  
anyone -- even Curly Barrett and his Polar Bear gang.

SANTA SAYS: Come on down to Houston III in July,  
1996. They last time you were at Nats you won it all.  
The Allies are dying to see the KGV.

MIKE BLATAU: I don't need many presents this year --  
I'm well set with my life right now. Just throw in your  
sled a Camaro Z28 so I can commute in style out here  
in maggot land.

SANTA SAYS: How about a 1973 Honda Civic with no  
rust -- but no motor either. Just install a 555 motor and  
use X-cells for power; Fluegel has many surplus cells  
for sale to Axis, cheap!!

ERIC NOBLE: Please help Mike Deskin and me find a  
Nats site in Ohio -- so we can stop all the arguing in  
the club and offer a compromise.

SANTA SAYS: Your request will be granted. If the  
Bosnia situation can be negotiated in Dayton we three



can find a Nats site in Ohio.

**MIKE ELLEDGE:** How about knocking the Exec Board off their dead ----? Years ago I sent them a request for a ruling on the SURCOUF, a Frog submarine I want to build. What are they doing with the paperwork?

**SANTA SAYS:** I hate to wake them up -- just let sleeping dogs lie. Rumor has it they are about to release a White Paper on the situation in Bosnia. They (the Execs, not the Bosnians) are useless!!

**WADE "SUGAR" KOEHN:** Bring me some new Nazi clothing and collectibles to wear to the Houston III Award Banquet; my present uniform is getting quite tacky.

**SANTA SAYS:** Your uniform looked good enough in Orlando to turn on those two gals in the bar -- if I bring you new duds you will be just too handsome for your own good. Just get along with what you have!!

**CHRIS PEARCE:** Bring me an extra portion of wisdom and patience so I can be a successful and beloved Allied Admiral (like Jim Pate was).

**SANTA SAYS:** I will do just as you wish -- who's this Pate fellow? Just stay off the Internet with the twins and Frank in 1996; they don't have anything to say that you should listen to.

**RICK WHITSELL:** Please don't make me be site host at another Nats for at least ten years -- I'm tired.

**SANTA SAYS:** Your request is granted!! You and your family did a bangup job at Springfield. I'll let you rest until Frank starts dating the girls (then your work will be cut out!!)

**FRANK PITTELLI:** I need three tickets to Houston so the Tri-Pack can go to Nats in 1996 and continue the Axis domination at Nats. First class, please!!

**SANTA SAYS:** I'll throw three tickets in my bay -- at least this will be the first year I don't bring you just coal and sticks.

**MARTY HAYES:** Can I install sails on my WARSPITE (or even the NAGATO); I have quite a few laying around the garage from my oyster boats.

**SANTA SAYS:** The NAGATO would look really great with a coffee cup funnel and full rigging; she would really look awesome in the "Parade of Lights". Back to the WARSPITE and the "Over the Hill Gang".

**GARRETT HAYNES:** I really had fun at Nats with my Jap CH; Paul and I blasted each other with our stern guns on numerous occasions. However, I hope to be in a capital ship in 1996 so that I can use some real guns -- broadside guns!!

**SANTA SAYS:** I'll grant your wish -- you and your dad can make his old KONGO useable once again. But I will be sad if neither Haynes is captaining a cruiser in 1996.

**JOE KUTZ:** Boy, did my gear drive on the battlecruiser surprise all the experienced captains who said it would never work. Bring me a 23" v-belt -- I have this great idea to use only one servo for all my functions. I just need a belt to connect all the goodies to the only servo.

**SANTA SAYS:** I'll bring it because you seem to be able to make unusual ideas work. Are you sure you can't do it with a humongous gear train rather than a belt drive?

**JIM EWERS:** What ship should I build -- I want to move

up from a cruiser and have more fun!!

**SANTA SAYS:** All the other old men (Jass and Adams, for example) are moving from BBs back to cruisers; why not join Bart and build another piglet. The more the merrier.

**RON HUNT:** Please bring me a T-square and some square balsa. These Brit ships don't have a curve in them -- how can Old Man Jass like the looks of these tubs?

**SANTA SAYS:** Have you seen his head -- square as a KGV turret. I'll throw in a few hundred balsa blocks and a miter box with only a 90 degree slot in it.

**TOM JASS:** Bring me some turning grease, please. I have never built an English ship that could turn in less than 65 feet. What's my problem?

**SANTA SAYS:** Bart and Baker (the gold dust twins) would love to take about three hours to answer that last question. You need to talk to Admiral Pearce to learn the secrets of cruiser rudders.

**PAUL FLUEGEL:** Please put some plywood into your bag on Christmas night for me. My LUTSCOW needs to be rebuilt to be more effective in 1996. I've got to stay even with Garrett as the top teen battler in Texas!

**SANTA SAYS:** Poor Paul -- that scow is older than you are. Your father built her in 1946 (right after WWII) and he used Ambroid rather than Zap. I'll throw in my bag some aircraft ply for you. But did you see Garrett's wish? You may need side mounts to stay in the race in 1996.

**THE KRICKES:** Please send us six elves for a few weeks to help us bring all our ships back into repair; we never seem to get them done and in battling condition. We'll probably need them for several weeks at least.

**SANTA SAYS:** Those elves who reconditioned your ships (Bart & Baker) are the evil elves responsible for the crummy condition they're in; if I send my good elves to fix them (the ships, not the B&B Boys) don't let anyone else touch the ships.

**MIKE DESKIN:** Send me another load of time again this Christmas -- my DUNKERQUE still is not finished. I'd like to battle her at Nats in 1996.

**SANTA SAYS:** How about if Karen finishes her? I will bring along some spare hours so that you can represent the French fleet in style in Houston III.

**DAVID HAYNES:** Please sent some help to the Texas Axis -- we have suffered greatly in the past few years at the hands of Pate and Pearce and company.

**SANTA SAYS:** You Texas Axis need more pure of heart battlers, like Garrett and you; ask "Sugar" and D.W. to sit out for one year in the Triple Crown meets and just see what a difference that makes.

**FRANCIS ROGOWSKI:** I need prints for a new Russian BB; what do you suggest I build next? Some ship that is 24 seconds has six units and eight square inches of rudder area.

**SANTA SAYS:** I know the CIA has overestimated the weapons of the USSR, but even they have never credited the Ruskiies with such an awesome BB. How about a TYPHOON -- that should set the Axis hearts to pounding.

**NATHAN BLATAU:** Please bring me a "SUN" computer workstation so I can stay on the Internet and really blow away the Allied captains that are also on the net.  
**SANTA SAYS:** The Commodore that you are using





gives you more than enough power to trash the opposition as it is. Request denied!!

THE THIBAUTS: Houston again in 1996?? What's the deal -- is every Nationals doomed to be located west of the big river? Please bring Nats back east in 1997.

SANTA SAYS: Even I stop my Christmas route at the east edge of Ohio and West Virginia. Everything east of that in the USA is not worth visiting. Have you ever seen Baxley or (shudder) Maryland?

STEVE MILHOLLAND: Please bring me a hull plug for the USS MICHIGAN. I would like to offer that Hog in my kit list -- even Bart can make her work well.

SANTA SAYS: Bart sent me a plug from his hull -- you surely do not want that piece of junk do you? I will lift one from Rick W on my way through Kansas.

JAY EDWARDS: Please have 1996 Nats in Springfield again soon -- that's the only place I can get to easily with my old clunker of a car.

SANTA SAYS: I liked that location in 1995; it brings back old memories of the 80s when the hobby was young and rules were minimal. Now that the moss problem seems to be licked, I can foresee Nats there in the réar future.

GREG WILSON: Bring me some documentation; every Axis down here is bitching about my Turkish Allied WWII battlecruiser. She is legal -- I'm just stretching (not breaking) the rules.

SANTA SAYS: I'll bring along some paperwork. If the TIGER can become a KONGO at Nats with just a coat of green paint, why should the Axis complain about a Turkish ship on the Allied fleet?

JIM PATE: Please bring me a planset for a cruiser. I'm tired from being Allied Admiral and lugging around BBs all these years. My back is killing me.

SANTA SAYS: Chris Pearce must have about six cruisers to pick from -- just kick the tires, check the antifreeze and don't but Axis. BUY USA!! How about a DES MOINES, you don't want to go too small too soon.

LEIF GOODSON: Please bring me some plansets so I can decide what ship to build next. Wonder if I should finish up my BISMARCK into a Best of Scale winner?

SANTA SAYS: Leave the BISMARCK in the bathroom as a bath tub where she is most effective. I'll bring you a GOEBEN planset and you can be Axis (ugh!) or Allied (yea!!) as you desire.

BRIAN CRAVEN: Please insure that I get to Nats in 1996. I missed out last year and those turkeys lost without me.

SANTA SAYS: Your wish will be granted. The bad news is that once again you will have to work with "Sugar" Koehn to get Houston III off the ground. You two have set high standards in Houston in the past to have to live up to.

CAMERON HUNT: I need another ship to use next year -- one that has broadside guns. The light cruiser has been fun, but there is just not enough firepower with a CL.

SANTA SAYS: Maybe Ron's SCHARNHORST will be available; she would be a good BC for you -- except you'd have to be Axis, and that's not a good deal for anyone.



## ADVERTISEMENT

### MARYLAND MERCENARY FLEET FOR HIRE

Available for Nationals '96 in Houston

What you get:

Three Capital Ships (all veteran warships)

Allied Configuration: Warspite, Tiger,  
Washington or Michigan

Axis Configuration: Nagato, Tongo,  
Von Der Tann

Plus 2 Convoy Ships (Both have made several  
successful convoy runs in the last two  
nationals)

The Captains:

Marty Hayes- an old war veteran of many nationals. When he entered the hobby, spurt guns were the standard guns in use. Now he is a crafty captain who loves to irritate the enemy with his bow guns. Last year he was the winner of the Class 6 and Lifeline trophies.

Steve Andrews- Marty's son-in-law. He has also seen action in at least a half dozen nationals. His style is very aggressive, yet his biggest asset may be the verbal tauntings

## ADVERTISEMENT

he regularly dishes out to the enemy. He also won the Class 4 trophy in Missouri last summer.

Paul "Doc" Broring- has only been in the hobby since 1990, but he has made it to 5 nationals so far. He also can be aggressive at times as can be noted by his frequent rams (both to and by his ship). But last year he was able to beat out Lief Goodson for the Individual trophy, so he must have at least a little fighting ability as well.

So there you have it - three experienced captains available to the highest bidder.

Starting bids must include the following:

1. Airfare (1ST Class of course- but not on Weee Haul Airlines)
2. One weeks lodgings
3. Registration fee
4. 21 meals (Marty prefers ~~Lepays~~ Dennys)

Can we swing the tide of battle for your side? We cannot say for sure, but we really would love an all expense paid trip to Houston this summer.

Bids will be accepted until May 31, 1996. Send them to Maryland Attack Group- Mercenary Branch.

The winning bid will be announced in the June issue of Hull Busters.

## ADVERTISEMENT



1995 NATIONALS SITE HOST  
REPORT

by Rick "Long John" Whitsell

I hope everyone enjoyed this years NATS. We had a total of 34 battlers with about 62 ships at the event. That may not be a record but I'm sure it rates way up there for attendance. Not all battlers could attend all week but the majority fought from the opening salvo to the last sortie. The first day was a little shaky when we discovered the new lake was mostly covered with moss. Steve Milholland was watching the lake; however, and added chemicals just prior to the event to kill off the ugly menace (no, I didn't mean the Axis). By the second day, the moss was moving out so we had enough sea room to open up the battling to most of the lake. However you still had to be careful. In any case, the battling was intense! If you examine the scores (damage) you'll see what I mean. I am writing this report partly for future site hosts since there is no guidance out there except those who have done did it already.

The short version of the finances (rounded to the dollar) follows:

EXPENSES:

LAKE/PAVILION RENTAL	\$150
TROPHIES	\$296
MAIL	\$ 46
NAMBA (2 locations)	\$100
MEALS	\$729
POP/ICE	\$ 55
LAKE CHEMICALS	\$231
WARNING TAPE	\$ 11
WARNING SIGNS	\$ 34
CAMPAIGN TARGETS	\$ 55
CO2	\$ 80
TOTAL EXPENSES	\$1,787

TOTAL INCOME	\$1,795
BALANCE TO CLUB	\$ 8

(Note: CD entry remains with club also)

I was surprised at how close my estimate turned out to the actual cost. However, the expenses I outlined to establish the entry fee did not reflect the actual costs incurred! For instance, I had not planned on lake chemicals and target construction. Trophies were 50% higher than budget even though I built them. NAMBA was higher than expected. I got a break when more battlers registered than my breakeven point and CO2 was cheaper than estimated. So it balanced out. A wise

man once told me "the best planning don't beat dumb luck" and so it was here!  
To future Site Hosts, whoever you are, I offer my advise:

1. Plan out your trophies. They are a major expense. Also, don't rely on ALNAVCO for ships on your trophy! They show you low prices from some of their suppliers but they don't deliver! I played with them for 6 months and they never completed the order. They also displayed a complete lack of interest to inquiries (written or FAXed). If you want the little ships, go to a local hobby shop. You'll avoid the hassle of ALNAVCO... Anybody get the hint...I don't like this company! I found out (too late) that my local hobby shop would cut a deal on large orders and could get stock in a couple of days.
2. Start preparing for NATS early. There are enough surprises at the end to deal with, so don't put off the preparations to June.
3. Locate all the stuff and how it gets to the site. Stuff is the frequency tree (I have that), safety glasses, marking tape, targets (Willard or Brian), bull horn, CO2, meals, ice, pop, water, toilets, etc.
4. Assume the frequency list will be a hassle and try to keep a sense of humor.
5. Find someone to score.
6. Do a complete budget with some contingency built in...you'll need it.
7. Contact NAMBA early. They also were late. Like the ad says, "Call 'em late, call'em often".
8. Advertise often in Hullbusters with maps and event descriptions.
9. People like ice/water more than pop on hot summer days. It's cheaper too.
10. Keep the budget low as feasible but maintain basic amenities such as toilets, water, shade, decent motel, and convenient food. Remember attendance is inversely proportional to cost.
11. Try and have a "gofer" to do some running for you. My wife, Nancy, did most of that for me. Her efforts (and a patch job by Don Cole, thanks!) enabled my son and I to make each battle.

Thanks so much for the help many of you provided. A special thanks to Steve Milholland, Willard Adams, Frank Pittelli, Tom Jass, the Admirals, and the Springfield Park Board for their hard work/support at NATS. I also appreciate the welcome many battlers gave to my son, Franklin (the littlest piglet). This was his first real event plus he had a new ship. He had a blast! Maybe I can recruit his brother soon. Piglet Power Prevails!

**E-BOARD SELECTS  
FREQUENCY OFFICER.**

The E-Board is pleased to announce that David Haynes has been chosen to fill the position of "frequency Officer". His geographical location will allow him closer coordination with the C.D. and site host, David will have an excellent opportunity to work closely with them for this years Nats.

We ask that you would give him your support and appreciation. Address any frequency related questions to "David Haynes, 1141 Santos, Abilene TX, 79605"

**ADVERTISEMENT**

**GLASS HULLS BY M. DESKIN**

Jeff and I now have 1/144 scale glass hull for the german battlecruiser Scharnhorst and the german light cruiser Koln. The battlecruiser hull is thicker than Steve's Bismarck. The Koln is about the same as Steve's Gloire French cruiser hull in thickness. We did however add 1/4 inch to the hull height. For those that want scale height it is a simple thing to cut any amount off while cutting out windows.

We hope to start on our next hull early in the next year but at this time we don't know what it will be.

For info Jeff Sharp  
5165 Lamonte DR.  
Fairfield, Oh. 45014  
513-829-7509



## 1108 A FEW IDEAS

BY: Rick Douwsma

Here are a few ideas I have either thought-up or heard from others. Most of them, you experienced guys might already know, but if it is any help to anyone, then it is worth putting down on paper.

First, if you use thread on your ship for railings, antenna wire or any kind of detail, there is a quick and easy way to keep it from getting all that dust on it. All you have to do is run the thread across an old candle and coat it with the wax. This will prevent dust accumulation for a long time. It also helps keep the thread water repellent.

Steve "Fab" Baker told me about a company that makes a quick

disconnect system for the airlines to the cannons. The company is called Brown & Derby Inc. A set of two cost me less than \$7.00, including the postage. They are super handy for those times when you have to remove the deck from the hull. Here is the number to call: 1-(304)-753-4636.

In my ship, U.S.S. Chicago, my rudder servo will not fit in my radio box. I used plastic tool handle dip to waterproof it. It cost about \$8.00 at the auto parts store. It comes in a bunch of different colors for you guys who like to color coordinate your ship guts. I think Francis might have told me about this stuff. Be sure to put Vaseline on the servo horn to keep water out of the servo. I also dip or paint all my batteries with it. However, if your batteries are covered with it and they start to burn-up, it smells awful.

When I built my ship, I did

not have a very good stand for it. I saw what some of the other guys had when I was down in Orlando. A good sturdy stand is important. Also, when picking-up your ship, DO NOT grab it by the sides. Grab it by the bottom, or you will have to go buy more balsa like I did.

Last, but not least, when I put Silkspan on balsa for my hull, it goes on much smoother if I get it wet first. In the beginning, I would dip it in a pan of water and then try to get it onto the hull before it got all wrinkled. I have discovered a much better method of getting a wrinkle-free finish on the hull. First, I place a section of pre-cut Silkspan on the hull. Then, I spray it with a little spray bottle I got for .95¢ at Wal-mart. This helps keep both me and my work table dry, and it really has been much easier to get a smooth hull finish.

## News from

# SWAMPWORKS



HELLO again to all my friends out there in the IR/CWCC. Things have been so hectic here over the last several months that I have not been able to prepare this column for Hull Busters as often as I should. I will try not to let this happen again.

### NEW PRODUCTS for R/C COMBAT

Well, what's new in *SWAMPWORKS* stable of goodies for RC Model Warship Combat?

A lot of new fiberglass hulls are in the works here at *SWAMPWORKS*. In addition to the HMS Invincible which came out as a complete fiberglass kit earlier this year, and the USS North Carolina hull which became available early summer, we now have plugs on hand for the following ships and will (hopefully) have hulls available for sale in the near future:

SMS Moltke.....WWI German Battlecruiser  
IJN Agano.....WWII Japanese Light Cruiser  
USS South Carolina.....WWI American Battleship  
Landing Ship Tank (LST).....Allied Campaign Ship

Also coming soon are four other vessels that plugs are currently being constructed for:

USS Atlanta.....WWII American Light Cruiser  
HMS King George V.....WWII British Battleship  
SMS Derfflinger.....WWI German Battlecruiser

and last but certainly not least,

remember, you heard it here first

USS Missouri.....WWII American Battleship

That's right folks, the MIGHTY MO herself may soon be available for all those who have gotten the itch to build the mother of all monster Allied battleships. This is one ship that we have gotten a lot of calls about since the recent rule changes. It seems that with the addition of dual broadsides, many people feel that the Iowa class may finally have gotten the edge needed to be competitive. I think that they are correct.

We hope that this increased selection of fiberglass hulls that we have to offer will help make it easier for rookie and experienced Captains alike to build that next ship that they have been dreaming about. It is our goal to increase our lineup of fiberglass hulls so that just about all the popular, competitive ships in the hobby of R/C Model Warship Combat will be available. If you are interested in any of these

new fiberglass hulls, please call *SWAMPWORKS* 9-5 CDT, Mon-Fri at (417) 831-2309 to check on availability and pricing.

### PRODUCT CHANGE UPDATE

**PRESSURE FED MAGAZINES.** We have recently made a running change to the design of our BB cannon assemblies here at *SWAMPWORKS*. As of mid October, all of the coiled magazine cannon assemblies that we market either as part of a kit package or individually will have a pressure fed magazine. While our cannon designs have proven themselves to be good performers over the last six years, the battlers in the hobby are always looking for that competitive edge. With pressure fed magazines as standard equipment, our cannons now have a much quicker rate of fire without the "roll back" hesitation toward the end of the magazine load.

**PANCAKE MAGAZINE CANNONS.** In the effort to increase our product offerings for the R/C Warship Combat hobby, we are seriously studying the "Pancake Magazine" style of BB cannons that have seen increasing popularity over the last couple of years. This cannon style is much more compact than our coiled magazine design and will make it much easier to install cannons in tight spaces, i.e., a stern mountings on step-deck cruisers, and will make double and triple mountings much more practical than with the coils. Inherent in their design, the pancake magazine cannons are also already pressure fed for quick, no hesitation firing. Expect these cannons to be available sometime in late winter.

### SWAMPWORKS on the WORLD WIDE WEB

For those chipheads of you in the group who have been keeping up with the WWW Newsgroups concerning R/C Warship Combat and have seen the R/C Combat web page hosted by Frank Pitelli, you know that there is an increasing awareness of R/C Combat out there. In getting with the times in this modern, electronic age in which we live, *SWAMPWORKS MFG.* is working to set up its own page on the World Wide Web. We hope to have information and graphics concerning some of our products but also hope to print general information and articles about the hobby at large. As of this writing (Nov. 23) the page is still under construction, but feel free at anytime to check it out at "<http://www.kut.com/swampworks/>".

You can also E-mail us at [SWAMPYXYZ@aol.com](mailto:SWAMPYXYZ@aol.com).

May your pump always prime,  
and it's intake be free,  
from BBs & pond slime,  
or junk and debris.  
But when cannons start THWACKING,  
be ye' not on my fleet ?

May your balsa be CRACKING,  
and my victory be sweet !





Cost of guns and outfitting a ship.

The cost of outfitting a ship to either set of rules is about the same when an apples-to-apples comparison is made. For the sake of analysis let's look at 2 battleships, the Int'l ship Howe and the Big Gun ship South Dakota. The Howe is a 6 unit ship with 6 guns, 5 of which are operational. The South Dakota is armed with 3 guns comprising 9 operational 1/4 inch barrels. The cost of guns and connecting hardware for the Int'l Howe is about \$270 based on \$90 for a pair of guns and hardware and for this price none of the barrels rotate. The cost of guns and connecting hardware for the Big Gun South Dakota would be \$240 for 3 fixed guns with 3 barrels each, or \$350 if the forward 2 guns were the 300° rotating type. This gives the Big Gun South Dakota more operational barrels for about the same gun cost as an Int'l battleship. A similar cost correlation is true for smaller ships when costs is compared on an operational barrel and firepower basis.

Comparison of firepower.

Once again the Howe and South Dakota are used for comparison of firepower. The 5 operational Int'l guns on the Howe each have one barrel and a maximum 75 round BB capacity. Thus, the total ammo capacity is about 375 rounds and the rate of fire is not limited. The Howe's rate of fire is 4 BBs per second, per barrel, so she can theoretically empty her guns in under 20 seconds. The Big Gun South Dakota has 9 operational barrels on 3 guns, with an ammo capacity of 50, 1/4 inch balls per barrel, or 450 rounds. The rate of fire is 8 seconds per 3 barrel salvo, so she can theoretically empty her guns in 400 seconds.

Evaluating smaller ships, a fully armed Big Gun heavy cruiser Northampton would carry 9 operational barrels with 450 rounds of 3/16 inch ammo and 4 torpedo tubes with 48, 1/4 inch balls serving as torpedoes. The rate of fire is 4 seconds per 3 barrel salvo of 3/16 inch guns and 30 seconds per 2 tube torpedo salvo. The same ship armed with only one 3 barrel fixed gun would lower the ammo capacity to 150, 3/16 (.187) inch balls, still comparable in firepower to a 3 unit Int'l ship and about the same cost to arm. A 3 unit Int'l Northampton would carry 2 operational guns with 125 rounds of BB (.177) ammo.

Comparison of "Units" to "Combat Factor (CF)".

Int'l rules rate ship firepower power by units with ships of similar types having the same units. Big Gun rules rate ship firepower by deriving a combat factor. The CF is derived by counting operational guns, ball size, speed, armor thickness and other factors. Teams are divided for combat by combining the CF of each ship and assigning an equal CF to each team.

To explain how the CF works a Northampton Class heavy cruiser is used for analysis. When teams are divided by CF the fully armed Northampton described above would have a CF of 36 whereas a Northampton armed with only one 3 barrel gun would have a CF of 12. In this case a fully armed Northampton with a CF of 36 may have to fight 3 lightly armed ships with a CF of 12 each. This is where the ships CF really comes into play and no doubt this 3 on 1 scenario would test the combat skills of the fully armed ships skipper. Not unexpectedly, some skippers choose not to fully arm their Big Gun ship for cost and CF reasons.

A closing message.

I do not attempt to make any statement as to which type of ship, or game is superior. Both types of games are a lot of fun, but as pointed out in Steve's article and herein there are significant differences. Having battled with both types of ships for over a year I can state that Big Gun battles tend to last longer due to the lower rate of fire and lower speed. Battles between Big Gun ships also produce less damage to ships than battles between Int'l ships. Int'l battles were described by one Int'l skipper as a "knife fight in a phone booth," with most battling done within 12 inches. Whereas Big Gun battles rely more on strategy and tactics, firing at ranges of 5 to 100 feet while maneuvering to make your one powerful salvo decisive.

If any of you would like to come to Indiana and play in our games you are welcome regardless of which



THE JOINT BIG GUN AND INTERNATIONAL  
RC COMBAT WARSHIP MEET  
AN ALTERNATIVE PERSPECTIVE

In the last issue of Hull Busters Steve Milholland published an article about an RC Combat meet in Indiana that he and other Int'l skippers attended. This meet was sponsored by the Midwest Battle Group which is an active RC combat club hosting monthly battles. The majority of the ships in the Midwest Battle Group are Big Gun ships, which Steve referred to as "west coast" ships. This meeting between Int'l ships and Big Gun ships was a lot of fun and we all learned a lot about the capabilities of the two types of ships. We will hold another 2 day joint meet this Fall or next Spring.

Steve's article did an excellent job clarifying several points in an unbiased manner and I compliment him for this. However, I would like to clarify a few significant points that Steve did not mention. These topics are: 1) General information, 2) Pumping capacity and the 5 minute rule. 3) The cost of guns and outfitting a ship. 4) Comparison of firepower. 5) Comparison of "Units" to "Combat Factor (CF)".

General Information.

As was pointed out by Steve, about the only similarity between the two types of ships is that they are both the same scale size. Big Gun rules are intended to mirror the capability of the actual ship. This is accomplished by scaling the armor thickness, gun ball size and speed to match those of the actual ship as specified in "Conway's" reference manual. Whereas Int'l rules have ships divided into classes with each ship within a class having the same speed and firepower and ships of all classes having the same armor thickness.

Pumping capacity and the 5 minute rule.

Big Gun ships have considerably less pumping capacity than Int'l ships and pumping capacity is based on the displacement of the ship. For example, a Northampton class heavy cruiser would have a 24 gallons-per-hour (GPH) capacity and a speed of 35 seconds per 100 feet. This capacity is about 1/5 that of a comparable 3 unit Int'l cruiser with a 26 second speed and a Swampworks pump of about an 80 GPH capacity.

In Big Gun rules ships do not have to wait 5 minutes to be removed from battle. Instead, Big Gun ships may disengage at any time, but must return to the port from which they were launched before recovery or be scored as sunk. With 1/5 the pumping capacity and 2/3 the speed of an Int'l ship a 1 minute time for Big Gun ships would be closer to parity with the 5 minute Int'l rule. Given the lower speeds Big Gun ships travel it usually takes at least one minute to get back to home port. Hence, no specific waiting time is specified in Big Gun rules. History has proven it isn't necessary, or realistic.



type of ship you operate. You do not have to be a member of our club to play and there is no formal charge to play. We provide CO2 and electricity and divide actual game costs by the number of skippers present and collect a voluntary donation. This usually amounts to \$5 to \$15 per skipper. Just give me a call in advance at the following telephone number and let me know you are coming. A listing of the remaining battles in 1995 follows.

**MIDWEST BATTLE GROUP - GAME DATES FOR 1995**

WHO: RC Warship Combat Skippers  
 WHAT: RC Warship Combat Meets  
 WHEN: 23 July, 1995 22 October, 1995  
 20 August, 1995 12 November, 1995  
 17 September, 1995 10 December, 1995  
 WHERE: Northeastern Indiana.  
 Call 219-693-6402 for details.

I hope to meet you all barrel-to-barrel sometime soon.

Phil Sensibaugh, XO, Midwest Battle Group

**FLY TO HOUSTON ON PURVIS AIRLINES**

(alias aweeeee haul AIRLINES)

AP NEWS

Rumor has it that Purvis Airlines will be chartering a flight to Houston this July. All seats will be 1ST class, which means they will be former dental chairs. Each chair will elevate and recline at will. In addition each one will have a very high intensity reading lamp attached. There will be no need to call a stewardess when a drink is needed. Everyone has a cup that fills with water automatically. You'll also have your own spittoon- though Doc Purvis will call it a cuspidor.

We hear that this plane was furnished at the same time that Georgetown Dental School was closing. Maybe he got a good deal on some of their old equipment.

Should anyone have any dental problems or teeth that need extraction, this may be a good time to address your needs. Doc Purvis will also be your steward (or should we call him the flight attendant?). We all know that Bart does superior work, but no dentist likes to work under adverse conditions. So lets hope that we don't hit much turbulence, or any serious air pockets. Especially if any delicate procedures or shots are needed. All his work comes with a 10 day guarantee. If you can find him within 10 days, he will talk to you about your problem.

For those of you who really fear dental treatment, Doc Purvis does offer laughing gas. Unfortunately, we believe that when he hooks up his patient, he also hooks himself up. He says it is only fair to do it that way.

So anyone interested in heading to Houston from the East Coast, keep in mind this exciting alternative to driving. Call and book your seat soon (1-800-WEE-HAUL). We know this plane will fill up quickly!

**ATTENTION ALL HANDS!!!**

MAN YOUR BATTLE STATIONS  
 THIS IS NOT A DRILL...  
 SET A COURSE FOR  
 COLUMBUS, NORTH CAROLINA  
 SANCTIONED REGIONAL  
 WEEKEND OF APRIL 20 & 21  
 FOR INFORMATION CALL OR WRITE TO:

Rick Douwsma  
 (704) 863-2169  
 Route 2, Box 1622  
 Columbus, N.C. 28722-9521

**CALANDER**

(disk Bismark, file calander)

1996	1996	1996
March 23-24	Unsanctioned, Houston Tx Call Brian, 713-537-1435	
April 20-21	Sanctioned, Columbus N.C. Call Rick, 704 863-2169	
April 27-28	Unsanctioned, Fredricksburg TX Call Jim, 210-669-2441 Bart will be there!	
June 1-2	Sanctioned? Abilene TX Call 915-673-5130.	
July 15-19	Nationals, Houston TX Call Pate, 210 669-2441 Hc 64 Box 21 Fredericksburg TX 78624	

**HOW TO ADD HEIGHT TO YOUR FIBERGLASS HULL**

By M. Deskin.

So you got yourself a French destroyer fiberglass hull and fear that when loaded and battle ready it might sit too low in the water or have too little freeboard. Well you could keep your ROLAIDS close at hand, but I may have a better way.

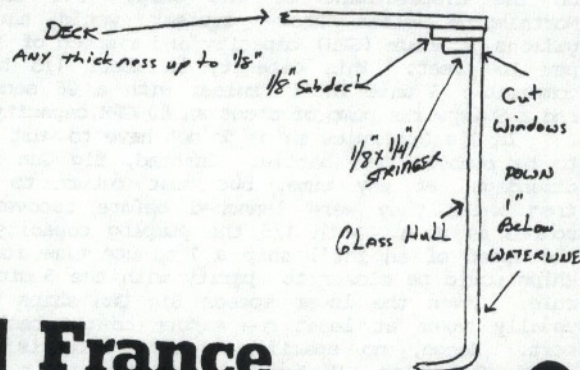
First I marked off my ribs with striping tape including the solid areas at the bow and stern. Then instead of leaving 3/8 of an inch of solid at the gunwhale I only left 1/8 inch. Then I cut out my windows with a cut off wheel in my dremel tool.

Next comes putting a 1/8 stringer inside of the solid strip at the top of the hull with C/A glue or Epoxy. You need to keep this 1/8 inch stringer not too wide. Perhaps 1/4 inch or so.

Next I took a piece of 1/8 inch aircraft plywood and placed the hull upside down on it and traced around it. Cut out this subdeck and shape it befor cutting the center out. I made mine approx. 1/2 inch wide with the outer edge flush with the outer edge of the glass hull and basically laying on top of it.

So at this time you have added 1/8 inch to the hull and now must decide if you want to use 1/16 or 1/8 inch material for your deck itself. I used 1/8 inch, so I actually added 1/4 inch to my hull but that is up to you.

Again I laid the hull upside down on 1/8 A/C ply and traced around it leaving a little extra for shaping and final sanding. Then cut this out and screw it down and shape and sand.



**France**



**CONCLUSION** By Fluegel. How page 1111! That's tons of contributions and hours of work, THANKS. This months honored contributors include Rich Douvma (thanks for the Logo, I want logos!), Santa Claus, Danny Schultz, The Maryland Mercenary Fleet, Rick "Long John" Whitsell, The E-Board, Mike Deskin, Steve Millholland, Charles Jordan (cartoons, send more!), Phil Sensibaugh, Purvis Airlines, Rick Douvma, Jim Pate, and Buddy Friend. That's 14+ authors, some of them giving multiple articles! I am grateful, so this is not complaining, but please send your articles in 4.75" column widths. If there in 10 size print, they reduce well and there is more room for other articles. Buddy, that includes you, use a ruler, Thanks. I am on the Internet now, at work, and I hope I can use it for play. If so, maybe all this column talk will be mute. Often in the Dec issue I focus on one contributing author, as "Author of the Year". Past winners include, Watkins, Salinii, Dees, Darby, Camaratii, Jass, Hamalton, Pirce, and Millholland. The wealth and fame these people have gained from this coveted honor is unmeasurable. The 10th winner, the 1995 winner has contributed more than 25 pages to Hull Busters this year and lots of personable fun to the hobby wherever he gos. A giant thanks gos to the dear John "Curly" Barrett! Man, to you feel all giddy inside?!

The 1995 Hull Buster subscribers are listed in order to help you find a friend in your area. They are sorted by zip codes witch scrambled the for in addresses, oh well. These address's go well with an E-Board list, so : Pes, Jass. VP, Pearce. Sec, Cravan, Tres, Hunt. C.D. Koehn. Nats host, Pate. and Frequ zaire, Haynes. Marry CHRISTmas for the Fluegels.

### HULL BUSTERS



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Sereda	R.	R.R.#5, 284 Poleline Rd	Thunder Bay, Ontario	Canada	P7C-5M9
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Duncan	Bruce	22909 Slough Rd	Edgewood	CA	96094
Kahler	Brad	Box 759	APD, AP		96558
Friend	Buddy	P.O. Box 263	North Powder	OR	97867
Schumer	Alfred	20522 N.E. 66th St	Redmond	WA	98053
Valkenburg	John E. Van	2615 W. Casino Rd -1B	Everett	WA	98204
Beecker	Mike	R.R. #5, 284 Poleline rd	Thunder Bay		
Miller	Morgan	HMCS Algonquin	FMO Victoria, BritisCanada		
Northern	Ireland	United Kingdom			
Pratte	Nicolas	3 Hazen Crecent	Oromocto		
Wideman	Colin	R.R. #5, 284 Poleline rd	Thunder Bay		
		N.B. E2V 1V2	CANADA		

**RATED  
ROOKIE**

**A ROOKIE GOES TO WAR**

by: Rick Douwsma

April 1995, a date that will live in infamy... That was my initiation to this wonderful sport/hobby in Orlando, Florida. I had more fun with you guys on that weekend than a human being should be allowed to have. It was great to meet all of you and battle in beautiful Lake Davis.

That weekend was also a big learning experience for me. Here is a list of some of the things I learned:

1. A rookie's radio box is never watertight. Ever!
2. If your pump outlet is inside your ship, you will always sink.
3. Great special effects, such as smoke, can be created by connecting the wiring up incorrectly.
4. A wet rudder servo will make your ship sail everywhere except where you steer it. When it hits the shore, Lief Goodson will shoot it!
5. Wearing swimming trunks under your clothes is a very, very good idea. Also, bring plenty of dry socks.
6. Last, but certainly not least, NEVER EVER attack the U.S.S Alabama with a heavy cruiser. This is a very bad idea. You will get blown out of the water in short order, every time.

I want to add a special note of thanks to everyone who gave me so much help and treated me like family. Don Cole, Pete Demitri, Dr. Bart, George Geoff and his lovely wife, also, Steve Baker and Lief Goodson. GOD, forbid I forgot someone, but if I did, thanks for everything. You guys are great! I'll be around this hobby for a long time to come.





The 1996 NATIONALS  
by  
Jim Pate (The X Allied Admril)

An early welcome to all of you that are coming to the 1996 NATS at Houston Texas this upcoming summer. For reasons which I totally blame Wade Koehn for (Wade gets the blame for every thing here in Texas HA HA) I have ended up being this years site host. Now the fact that I live hundreds of miles from Houston and have never done it before should make this an interesting experience. But Rick Whitsell was in the same boat last year and things seemed to work out. (Unless you want to talk about how the actual battling went) Any how on to the subject at hand.

Site: Houston Texas at the H&H Ranch (same as the 93 and 94 Nats sites)

Date: July 15-19

I am going to save most of the Deatils for the Feb.Hullbusters, as all of the information is not finished yet. But there are a couple of things that the sooner every one knows the better. First a reminder of two big changes from previous Nats. The first is the no CFCs ban which passed this year on the rule ballot. Every one must show up CO2 ready from now on. (are at least until they ban CO2 for being a greenhouse gas) This will be the first year when everyone MUST bring a NARROW BAND ONLY radio. Yes that time is already here friends. That ones in the Oct. 94 Hullbuster "rules results". The good thing is we now have twice as many channels. While on the subject of channals there are a few points. Last year we decided to have a frequency Zar. I have been informed by the E baord that "dirty" Dave Haynes will be this years frequency Zar. This is how the channels will be worked. I am going to get a list of last years frequencys from Dirty. These will be the "default" channels of every one who attended last year will have. (this is the "default" list) When you send in your entry fee you must still send the freq. that you want to use. If its the same as last years you will be LOCKED in for that channel, and when you get your Nats Packet it will confirm that channel is yours. If you send in a different freq. and it does not conflict with the "default" list than it will be confirmed yours and that will go on the "default" list for future use. In these cases it will be first come first serve. If you send in a freq. thats taken you will be

informed of what freq. are still available. So for those of you who came last year and are on the same channel your set. There might be a problem for those who didn't attend last year. If so, I'm sorry no systems perfect, but at least we now have one. For any new people getting in the hobby its a good idea to check the "default list before you buy a radio. As discussed last year the goal is that once you get your frequency you won't have to change around. Now on to other fun stuff like how much is the entry fee. If your entry is postmarked before feb. 1st it is \$105 From feb 1st to may 31st its \$115. Any received after May 31st will need to include a \$15 late fee. As you see we've been able to keep the cost about what it was back in 94. The motal details are not set yet. I talked to Brian about getting a better rate somewhere. He told me that a new motal is being built even closer to the lake site. I believe he said its a SUPER 8 inn and the rate would be \$29.95 a nite. The thing is, at this time we don't know when it will be completed. I'll have more in Feb. Hullbusters. We are trying to be as cost conscious as possible. Well thats all for now, except to say that there will be more details next issue and to hope every one has a nice holiday season.

Send Entries To : (Phone 210 669-2441)

Jim Pate

Hc 64 Box 21

Fredericksburg Tx 78624



**USA**

**IT'S TIME TO JOIN AGAIN!**

It's time to join the club and subscribe to Hull Busters again. To only join the club, send \$6 to Ronny. To join the club and subscribe to Hull Busters, send \$15 to Ronny. To only subscribe to Hull Busters send Fluegel \$9. Do not send Fluegel \$15 to join the club, and subscribe to Hull Busters, send that to Ronny. All post 996 issues of Hull Busters are \$1, I have 68 different issues.

Canada has been a problem! Please send 6 addressed labels and \$6 extra dolars. Half of my Canadian subscribers never receive a Hull Buster, I don't know why. Ronny Hunt's address is "2611 Startford Dr, Greenboro NC 27408". Hull Busters address is "3524 Gray dr, Mesquite TX, 75150".

Ronny Hunt, inclosed is \$6 to enroll (name) \_\_\_\_\_ into the club. My address is \_\_\_\_\_

I have inclosed an additional \$9 to subscribe to Hull Busters. \_\_\_\_\_ My probable first choice of radio frequencies is \_\_\_\_\_ or channal \_\_\_\_\_

D.W. Fluegel, Inclosed is \$9 to only subscribe to Hull Busters. (name) \_\_\_\_\_

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\$115(Before May 31st)

\$15 Late fee added after May 31st

Send to: Jim Pate (phone 210 669-2441)

HC 64 Box21

Fredericksburg , TX 78624



NEWS FROM THE NORTHWEST.

Just wanted to say Hi to all our friends. And pass on the doings out here, there is not a lot to report as of yet. Have been able to recruit a couple of interested people, they have purchased kits and radios, hope fully will have them on the water soon. The Oregon City still has her battle damage that was so gladly given by fellow battlers in Florida who did so with smiles.

One of the new persons is my wife, she is looking for a french light cruiser of the Gloire class. If any one out there has a cruiser of this class or one of equal stats please contact me.

As an answer to the rookie who wrote Reflections of a Rookie, I would like to say a few things. Now I maybe an old salt or an old rookie. I didnt make a lot of trips but did plan one or two a year to big events, did most of my battles with locals and had a lot of fun. If you can make a couple thats great, but you do get your battleing skills by working with your friends.

Secound as far as picking on rookies on very rare occasion have a rookie been singled out unless he really asked for it. I always enjoyed watching a ship go down whether rookie or veteran. As I would like to point out these are my opions and not known others.

Yes there are alot of things tried and some worked while others didnt. The best thing I found to do is to discuss ideas with others and get their feed back, and sometimes between people you can come up with ways to make them work. As far as reliable and Marine grade products if you can get them great, if not, most people can

not get easy access to them, so they go with what is common and easily to get at locally run stores.

As far as guns, it still is the K.I.S.S. principal. Also Murphys law does strike at the wrong time! As you know by now a rotater on a cruiser is a no no with the way these ships bob in rough water. I have had some very fancy guns and had lots of problems. But the simple ones once the set up was right, worked every time. One of the best designs is done by Swamp works.

As far as propulsion goes, I remember when the Dumas 4.8 motor was the one to use. Then came 380s, magic motors 550s. Being I started out with cruisers I really found a nich that I liked and stayed with the cruiser. This is where you must decide on what ship you build as to what type of run ning gear you can use. Naturely the lar ger hull room you have the better system you can use. Thus a gear reduction system is ideal as long as you have the room. If you have the means to build a gear box to do two shafts off one mot or it only makes sence! Alas some of us are not as fortunate to have the equipment or skill to build these from scratch. If you can devise such a system even for crusiers you would definately find enough skippers who would want one, especially ME!

Well now that I aired some of my thoughts on these subjects, I would like to hear from who ever would like to talk tapes. And definately from the rookies who are haveing problems I may not always have the perfect answer but I may have some good ideals to help out. Also would like to hear from the other old salts.  
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