

This is a sight that should fill the heart of all American naval buffs with pride, no matter what their IR/CWCC affiliation. The U.S.S. NORTH CAROLINA'S bridge area shows her proud record of 9 shore bombardments, 1 sunken ship and 21 downed aircraft. Her battle ribbons indicate that she participated in every Pacific campaign from Guadalcanal to Tokyo Bay. (Photo by Matt Purvis)

Well, we come to the close of another year in the hobby and I'm sure that everyone is busily inventing and building yet another "secret" weapon to win the war for their side. The winter is the most valuable time we have to develop stronger ships and systems, but it is also the most valuable time to develop a stronger hobby.

I encourage everyone out there to make a serious effort to bring just one more captain into the hobby next year. It doesn't take much sometimes to get a rookie "over the hump", often just a few messages (email or taped) to provide those necessary hints that make the challenge of building the first boat more understandable. Most of us have plenty of old systems lying around the shop and even if they don't work well, they can provide a new member with something to examine and analyze, while they are building their own.

NATS '97 is shaping up to be one of the largest NATS ever, with a number of veteran "legends" coming out of retirement, including Carl Camurati (inventor of the Camurati Pump), Bob Amend (inventor of the ball-bearing interrupter) and Joe Vilar ("Mr. Best of Scale"). Marty Hayes (NATS Site Host) is working hard to explore all of the options for battling lakes, motels and eating establishments and we'll be reporting on that in the next HullBusters. So mark that on your calendar if you haven't already done so.

Finally, I hope that everyone has a safe and happy Christmas and is looking forward to another action packed combat season. Remember to send in your membership and HullBusters subscriptions for 1997.

## President's Column

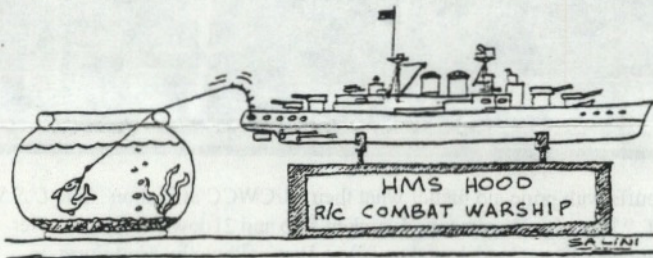
By Frank Pitelli

HULL BUSTERS DEC 96



## WHAT IT'S LIKE TO BE A TARGET, AND HOW TO MAKE THE MOST OF IT

Every NATS I've ever been at I've been a target. Whether it was my Lutzow or Bismarck. I've been a target. If your ship is perceived to have a weakness, eventhroughit may not, a perceived weakness is the just the same as a real weakness. The first NATS I showed up with my new Bismarck I was a target. The difference between that year and this year is two things. One is that year I had two pumps and ran like a Fluegel. This year I had only one pump and didn't run. The difference between the two years is this. The first year I didn't sink at all and made all five sorties. This year I sank in every battle, and was so exhausted between being a battleship captain, CD/ Site host, and dealing with people who don't know how to fill their tanks, I didn't put my ship the water Friday. If your going to be a target I suggest that you put two pumps in and run. Being a target can be an advantage for your side. When you know that you are a target you can lead two or more battlers away from their fleet so the rest of your fleet can have their way with the rest of their fleet. It also gives your guys some breathing room so that they don't always have to be looking over their shoulder to see if someone is targeting them. While your running you can stern gun the attacking ships and bring them farther and farther away from the rest of their fleet. You must not get too far ahead of the attacking ships because you don't want them to give up and go back to their fleet. This worked well the first year with my Bismarck and the always out numbered Axis won by the smallest of margins ever in this hobby, about 1.5%. This year I only had one pump and didn't run the way I should. The difference was we lost by a little over 4,000 points. The same amount of points my Bismarck gave them for sinking four times. In conclusion, if you know that your going to be a target do two things. Put two pumps in, and run, but not too far ahead of the attacking ships. Once you know what the other fleets intentions are, use it against them.



FALL MO. REGIONALS BY M.W.D.  
Commander Green fleet, Day 1

Well it was great seeing everyone that made it out to Springfield this fall. For those that did not you missed one of the largest meets I have seen in a long time.

I hope someone is doing a serious article on the battle. I just wanted to tell all of you who found yourselves on the Green fleet on Saturday how impressed I was with the dedication and teamwork you all put forth. I never actually heard the score for the final battle on Saturday, so I do not know which team scored the most points but I would have to say that after seeing Chris Pearce sink once and Jim Pate sink twice our fleet may have been out-scored but we were not outfought. When you sink ships captained by the likes of these two veterans then you are accomplishing great things. WELL DONE !!!

## How much weight can my ship hold?

*By Fluegel*

Nathan told me about this in passing and I thought it such a good idea that I would make an article about it. He said that they had made a fiberglass hull and order to determine what the finished model should weight when finished, they marked the water line on the hull, put it in the water and filled it with water until it sank to its water line. Carefully take the ship out of the water and weight the ship with the water still in it. That weight is the weight your ship should be when complete.

It seems to me that it would also be handy to mark it's center of gravity while it is still full of water. Maybe this could be done on a large dowel, or something. After I know my CG, I mark it permanently in the hull. It helps me estimate where equipment will go in the hull.

This reminds me of the old days, early 80s. There was an oddly hot debate over whether the ship should be planked early in construction or late in construction. I think most builders do it late so they can get easy access to the insides of there ship during component installation. Of course, if your do it first, you can now determine it's completed weight, and CG. Thanks Nathan.



## WATER, WATER EVERYWHERE, AND NOT A DROP TO PUMP

By: Bart Purvis

I would like to offer an alternate material to balsa planks and a slightly different method of water control in our models that has some advantages over traditional construction. However, before I tell you of this alternate, let me establish my credentials in this particular area of model warship construction. I have arrived at this point through trial and error - mostly error. In fact, I claim to be the most erroneous of all our captains in the water and damage control area.

In my first battleship, USS Pennsylvania, water control involved building some shallow, hollow compartments or boxes of thin plywood and balsa along each side of the hull. This formed the usual channel down the centerline of the hull. Our rules prohibit most watertight compartments so what I had at this point was illegal. I decided to fill these hollow compartments from cans of insulation foam that are used in home construction to fill voids in electrical wall sockets and plumbing installations. You know, the kind of stuff that you stick the nozzle in the unwanted hole in the wall and push the button to eliminate the space. This was a great idea, except for one slight material property that I underestimated. The foam expands. The manufacturer's instructions stated that only 10-15% of the space should be filled, allowing expansion to complete the job. Well, I opined that if a little is good, then a lot is better. Also, I did not want to have any hint of an illegal ship with a small watertight compartment hidden somewhere within my foam because this would give me an unfair advantage over my opponents.

So, I drilled some holes in the hollow compartments at the bow and stern, stood the Pennsy on her stern, inserted the foam can's nozzle in the stern holes, pushed the button and did not release it until foam oozed out of the holes way up in the bow. By gum, no voids in my compartments, they were 100% filled. Of course, in about 10 minutes the inevitable began to happen. Expanding foam gushed from all holes in the compartments, the walls of the compartments split under the internal pressure, a brownish material completely filled the hull of the Pennsylvania and continued to expand upward. When motion finally ceased the Pennsy looked as if she were filled by a loaf of wheat bread ready to go in the oven.

I scooped out as much of the stuff as I could, but the interior of the ship, her plumbing, her wiring, everything, and I do mean everything, was coated and covered with this unbelievably sticky, goopy mess. What to do? Well, being the proud possessor of a degree in chemistry, I put my hard earned knowledge to work and decided what I needed was an organic solvent. I searched the shelves of my shop for such a solvent and found a can of acetone. Just what I needed. I remembered acetone as a powerful solvent from my younger days. And, sure enough, the stuff worked, sort of, anyway. When I used a lot of acetone it dissolved and cleared the foam nicely. But if I didn't use enough acetone to completely dissolve the foam the two components chemically combined forming a brownish-grey compound with most of the physical

characteristics of . . . granite. Days were spent chipping this noxious material from the Pennsy but even today, years later, traces of my first attempt to use foam as a water control medium are still evident within the Pennsy's hull. I decided to continue my quest for foam-based water control.

Next, when I built the USS South Carolina, I tried using closed cell polyurethane foam cut from children's toy foam blocks called Tub Blocks that were sold by Toys R Us. This actually worked fairly well to form the centerline channel except that the small size and the rough appearance of the slabs sliced from the blocks was unsightly and effort had to be made to minimize spaces between the blocks. Also, the dominant colors of the blocks being pink and purple caused a couple of prominent British captains to get all in a twitter and I tired of their lewd, lascivious overtures. Brits aside, this Toys R Us foam material was adequate for water control but I remained dissatisfied with the overall results.

And finally, when I built the USS North Carolina, I discovered the winning combination. What follows are guidelines for a rather nice and easy water control and channelization procedure that is very effective. Go to your Wal-Mart, K-Mart, Target, Sports Authority or most any camping or hiking supply store and purchase a closed cell polyurethane foam sleeping pad. These are available in 1/4" to 1/2" thickness, 20" wide and 48" to 72" long. The pads I have seen have clean smooth finishes and a nice manly, macho blue color. This material offers several advantages over balsa wood. It is cheap, readily available and does not rot or deteriorate. The foam cuts easily with scissors or knife and, being pliable, conforms exactly to the shape of your hull. It is easily glued with cyanoacrylate cement and yet can be removed at a later time when modifications to your ship are desirable.

A question, gentlemen. Why do we place our water control channel down the centerline of the hull? Instead, consider placing your channels along each side of the hull. This gets water to the pump just as fast and is actually easier to do since routing around boxes or batteries is automatic. Also, water sensitive items, such as servos, can be placed on the foam rather than on the bottom of the hull reducing some exposure to water. You might even consider arranging your internal armor so that enemy BBs, rather than rolling around all over your ship, are directed into these side channels for collection by magnets before they reach the pump.

Installation of sleeping pad foam is quick and easy. Just cut, snip and cement. With new construction cut and fit the foam to shape before installing motors, radio boxes, servos, etc. Then, after all installations are complete, cut out appropriate segments of the foam pad and cement it to the hull bottom.

In my next article I will explain how I learned, in less than three years, to place the pump's outlet nozzle so that it would actually discharge water overboard rather than back inside the hull. This has allowed me to complete several "on-five" sessions without sinking, thereby endearing me to my long suffering teammates.



Dear Mr. Fluegel:

I was very happy to have received all of the issues of *Hull Busters* that you have sent me recently. I was very surprised when I opened the June issue to find the page about High Hampton. I gave a copy to Mr. Crosby who is our General Manager and he was very interested. After a short discussion about the possibilities with our owner W. D. McKee Mr. Crosby has asked me to explore the subject further with you. I would like to propose holding a 1996 Fall Regionals here at High Hampton Inn and Country Club from September 20 (Friday) through September 22 (Sunday). High Hampton Inn would provide guest rooms at \$82.00 per person / per night (Double Occupancy). This rate includes all three meals in our main dining room. In addition we will have a lunch buffet on our Eighth green picnic area on Friday and Saturday afternoons free of charge to guests staying here in the Inn. CO2 gas will be provided at \$5.00 per person.

#### EDITORS NOTE.

I apologize that I did not run this battle announcement. I did not realize I had this date. The fun that could have been experienced by the participants did not happen, and I am sorry I had a part in its not happening. I shall recommit to posting a battle calendar.



Hole in lower right corner of deckhouse was from funs of USS Houston.

## Coming of Age (Getting Sunk)



It was September 4, 1941. The Keel for the second WWII Heavy Cruiser USS Houston (CL-81) was laid down. Later in the war she was almost sank by Japanese Long Lance torpedoes but she survived.

Fifty five years later to the day (September 4, 1996, the R/C Warship Combat USS Houston (CL-81) was laid down by Steven and Stan Watkins. Since she was a Cleveland class, much of the running gear and controls of Stan's USS Oklahoma City II could be used. The Oklahoma City II had been used last at the Nationals of R/C warship combat in Knoxville, Tennessee in 1989. Her Supersture could also be used on the Houston. This would make the building process much easier.

Steven did not want to battle, much less build a R/C Combat warship. Stan

## Calendar

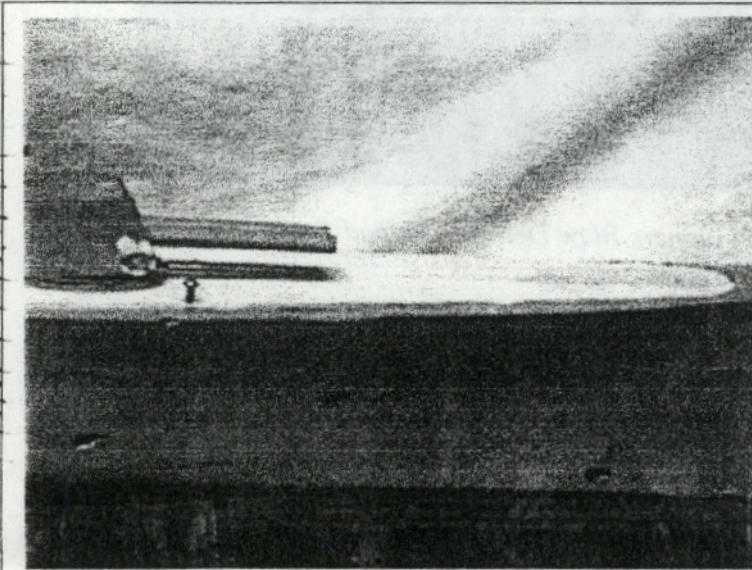
Winter	Build, and buy, and earn some points with your family.	
March 14th 15th	Fredricksburg Texas	Host, Jim Pate      Unsanctioned
April late	This battle is fun, and casual. It is also tentative.	
May or early June	Houston Texas	Host, Wade Koehn      Unsanctioned
July 20-26	We may have to all stay at a motel for this fun week end. Tentive.	
August All	Abilene Texas	Host, Dirty Dave Hayes      Unsanctioned.
	Last year this was cancelled do to the drought. Tentive.	
	<u>NATS</u> Maryland. Host, Maryland Attach Group.	
	There will be alot of information noted in Hull Busters so keep an eye out for this smashathone event, be there!	
	Fix up the piace and any neglected relationships.	





saw. The bottom was covered with 1/32 inch aircraft plywood. The sides were skinned with 1/32 balsa and covered with silkspan (per the Bart Purvis method). The method works real good Bart. Thanks!

Finally on the morning of October 4, 1996; the fitting out of the completed hull began. Shaft alleys were fabricated installed and lubed. The Rudder tube was installed. The old box out of the OKC II was removed and installed in the Houston. The old Skunkworks (not Lockheed) pump was similarly cannibalized (transferred). The guns were also transplanted. The new CO2 system was installed and custom fitted. Now it was time for that all important step of leak testing. Stan rigged up his shop compressed air sys to the ship. Leak testing of the gun system revealed that the gun plumbing had lots of leaks. The leaks were finally corrected. The Houston was test floated and ballasted for list correction in the bathtub. 51 inch ships are about the max in a bathtub, and that's what she is. Radio, motors, pump, and rudder operation all proved functional.



Even this meager damage from Detroit's guns is serious with no pump!

Finally the guns were test fired. They worked pretty good. It was now about 8:15 PM. Steven wanted to battle that night. For your first battle, I recommend that you have a night battle! Not really. Steven was so excited about getting the Nintendo 64 that he wanted a night battle. OK.

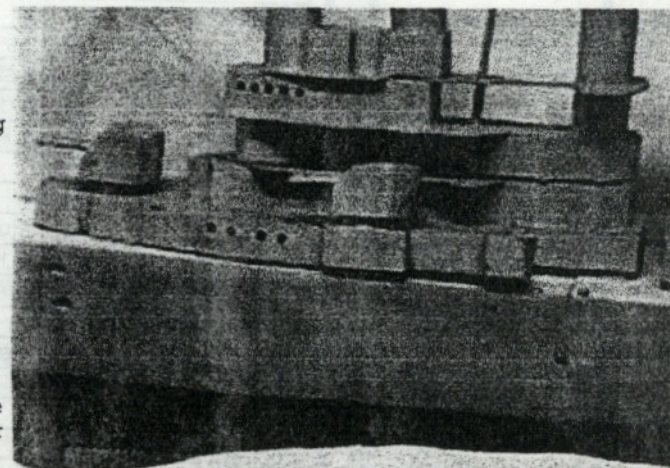
We drove to the site of the 1989 Nats (Knoxville Worlds Fair Site). There was enough light. We placed the Houston in the water and drove her around. She worked fine. Her guns were loaded and a new 2 oz. CO2 cylinder was installed. Then it was time to launch the enemy.

She was shorter and narrower than the Houston. She looked sleek but outdated. The 4 stacks and only 2 twin turrets proved she was a ship of a previous era. The USS Detroit (CL-8) is a veteran. She was badly beatup and sunk by Fluegel's Lutzow in the early 80s. She was also sunk in the small ship battle at Nats in Springfield in the early 80s. Batteries had been her undoing. But now she had the right stuff. She had battled successfully in Orlando, Florida in 1991 after her refurbishment. She

had been converted to CO2 and battled successfully and the regionals outside Columbus, NC(SC?). Stan had only added superstructure since that time.

As Stan set her in the water, Steven said I can't see your guns. Where are they? Stan wouldn't tell. (The father of Runing Guning. Where would the guns be? Duh?!) Steven asked his friend Timmy. Timmy knew, but Father Stan told him not to tell. Timmy didn't tell. He had told Steven he would recover his Houston if she sank.

So the battle opened. Steven charged right after the Detroit and was hit in the bow for his efforts. The Detroit was getting a lot of shots on the Houston. The Houston was by no means helpless. At one point something was clearly seen to fly off of the Detroit's deck after the Houston fired her gun. That gave both Steven and Stan a thrill. Different kinds of thrills. After a while the Houston's pump lit off pretty good. Then it quit. Must have pumped out the water. But the pump didn't come on again. The Houston was out of ammunition now and the bow was lower. Stan suggested that Steven declare the 5 minute rule since the Houston was out of ammunition. The Detroit still had ammo! The old out-of-date light cruiser suddenly looked so much more deadly. A few final shots and Stan pulled her away to observe the fate of the stricken Houston. With nearly 3 minutes left in her 5 minute rule she was badly bow down. The pump could be heard pumping but no water was coming out.



It was obvious to the old salt that she would not survive 3 more minutes. Captain Steven had pulled her close in for easy recovery. It was time for mercy. Father Stan reached in and pulled her in. Like the real Houston (CL-81) she had survived a serious battle situation.

Pesky Detroit shot these holes in the port side of the Houston.

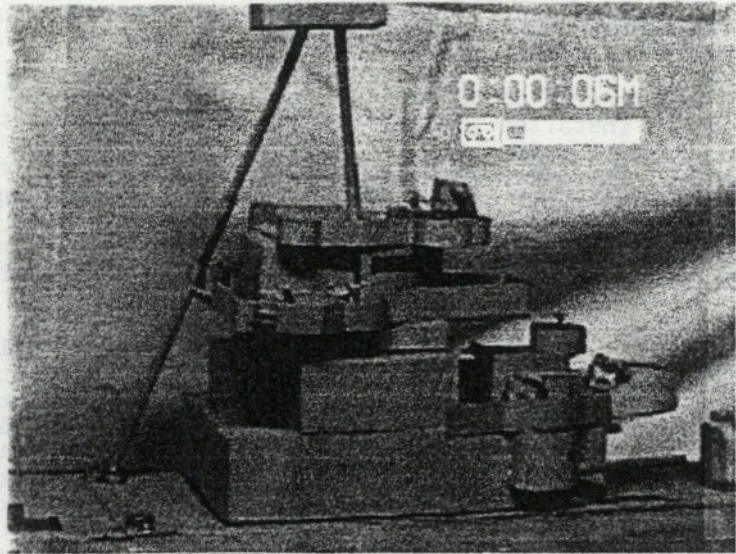


So it was 9:30 PM. Just enough time to get to Toys R Us. We rushed down and picked up Steven's well deserved Nintendo 64.

Steven had completed his Rite of Passage. He'd darn near p\been sunk doing it. Well, lets Battle, and God Bless you!

S  
t  
a  
n

*Stan*



*Houston Gunners Blew Detroit's Tripod Tower Leg Off*



## 1996 Hull Busters

### Subscriber s List. By Fluegel

As I do each year, the subscribers are listed so you can find the fellow inflicted. you know, misery loves company. I imagine there are other inflicted friends, these are the ones who are so bad off that they subscribe the Hull Busters. I think e-mail addresses would be something I should add next year.

2	Adams	William	118 1/2 Chestnut St	Coplay	PA	18037
3	Adams	Willard	500 S Ralston	Sugar Creek	MO	64054
4	Alderman	Ray	1050 Borregas # 13	Sunnyvale	CA	94089
5	Amiot	David	106 Bonaventure Pl.	Nashville	TN	37205
6	Andrews	Steve	106 Severn Ave.	Severna Park	MD	21146
7	Andritson	George	4073 South Shady Ln C	Greenfield	WI	53228
8	Au	David	253 Maplewood Dr.	E Lansing	MI	48823
9	Au	Chris	205 W. South Ave.	Houghton	MI	49931
10	Bacon	John	12 Mahogany Dr.	Nashua	NH	03062
11	Baker	Steve	2270 Smokey Rd	Newman	GA	30263
12	Balme	Chris	14 Summer St	Newton	MA	02164
13	Barrett	Curly	2613 Wheeler St, N	Roseville	MN	55113
14	Blattau	Nathan	8150 Lakecrest Dr.	Greenbelt	MD	20770
15	Blattau	Michael	320 Frank Moreland Pl.	Lothian	MD	20771
16	Block	Paul	10003 Boone Rd	Houston	TX	77099
17	Boyd	Danny	2940 Myrtle	Vidor	TX	77662
18	Broring	Paul	4411 Dresden St.	Kensington	MD	20895
19	Carter	John	16522 SE Clinton	Portland	OR	97236
20	Cary III	James A	751 Childers Rd	Smithville	GA	31787
21	Chik-Fil-A	Pavlosky	7835 F-11 Eastpoint Ma	Baltimor	MD	21224
22	Cole	Donald	9000 Haywood Ct.	Orlando	FL	32825
23	Cravin	Brian K.	12310 Ocean Laurel Ln	Houston	TX	77014
24	Curtis	Tim	562 N. Rowlett	Colliersville	TN	38017
25	Dahl	Larry	1486 Oakdale Ave	West St. Paul	MN	55118
26	Decker	Christoph	6 Dailey St.	Attleboro	MA	02703
27	Demetri	Perer K.	17 Lanvale Ave	Port Weatworth	GA	31407
28	Deskin	Michael	6949 Shull Rd	Dayton	OH	45424
29	Douwsma	Rich	Rt. 2 Box 1622	Columbus	NC	28722
30	Duggie	Charles	658 W. Naomi Ave. #25	Arcadia	CA	91007
31	Eakin	Bob	1611 Bert Dr.	Wichita Falls	TX	76302
32	Edwards	Jay	Rt. 11 Box 414	Mountain Home	AR	72653
33	Eliassen	Brian	1351 Hull Lane	Altadena	CA	91001
34	Ewers	James	103 S. Elwood	Tulsa	OK	74103
35	Fisher	Don	P.O. Box 38	Wrentham	MA	02093
36	Foster	James	1645 West Walnut Lawr	Springfield	MO	65807
37	Fox	John	3379 St Mary's Place	Santa Clara	CA	95051
38	Friend	Buddy	P.O. Box 263	North Powder	OR	97867
39	Friend	Buddy	53862 Hwy 237	Union	OR	97883
40	Gable	John	N.W. Kearney St. Apt. #	Portland	OR	97210
41	Glover	Brett	Rt. 2 Box 164	Seguin	TX	78155



## FROM THE AXIS

FLEET  
COMMANDER.

By M.W.D.

I am happy to have been chosen to be the new Axis fleet Admiral for the next battle season and would like to thank all those who have given me this chance. I can only hope I do not let you down.

The first thing I intend to do as fleet Admiral is to ask for volunteers to form a staff. Basically you invent the position and define what it involves and pick it up and run with it. There could be a historian and a tactics advisor, Campaign or convoy expert. The possibilities are endless and you really can not go wrong because it will be on a voluntary basis. If anyone is in the least bit interested let me know.

Also I would like all Axis captains to keep me informed as to the ships they will be running next year and what meets you will be attending. I am especially interested in any new construction. Also I am asking your permission to challenge the allied Admiral to form an "On-Your-Honor" list of all Allied captains and ships expected at Nats in Maryland so that we can keep a running tally of the opposing teams that could be updated with each Hull Busters. My question is do we want to look in Hull Busters to see how each team is stacking up compared to the other or do we need to keep secret weapons a secret?

Also I would truly appreciate any and all suggestions and opinions concerning how we as a team can go about beating the allies at Nats.

32	Edwards	Jay	Rt. 11 Box 414	Mountain Home	AR	72653
33	Eliassen	Brian	1351 Hull Lane	Altadena	CA	91001
34	Ewers	James	103 S. Elwood	Tulsa	OK	74103
35	Fisher	Don	P.O. Box 38	Wrentham	MA	02093
36	Foster	James	1645 West Walnut Lawr	Springfield	MO	65807
37	Fox	John	3379 St Mary's Place	Santa Clara	CA	95051
38	Friend	Buddy	P.O. Box 263	North Powder	OR	97867
39	Friend	Buddy	53862 Hwy 237	Union	OR	97883
40	Gable	John	N.W. Kearney St, Apt. #	Portland	OR	97210
41	Glover	Brett	Rt. 2 Box 164	Sequin	TX	78155
42	Goff	George E	17330 S.W. 58th St.	Ft. Lauderdale	FL	33331
43	Goodson	Lief	4419 Selkirk Ln E	Lakeland	FL	33813
44	Grant	William	5852 S Catalina Ave	Tucson	AZ	85706
45	Grossaint	Chris	7348 S. Xenia Cir., No.E	Englewood	CO	80112
46	Hayes	Marty	1113 Crestview Dr.	Annapolis	MD	21401
47	Haynes	David	1141 Santos	Abilene	TX	79605
48	Heuton	Randy	4022 Tulane Dr.	Amarillo	TX	79109
49	Horbul	Ron	360 Andover Blvd. N.E.	Anoka	MN	55304
50	Hunt	Ronny	2611 Stratford Dr.	Greensboro	NC	27408
51	Jablonski	Edward	13718 Eastbourne	Houston	TX	77034
52	Jackson	Dana	12852 Ironwood Ct.	Hudson	FL	34667
53	Jackson	Bill	9517 Canton	Lubbock	TX	79423
54	Jass	Thomas	P.O. Box 225	Arcadia	MI	49613
55	Jerden	Charles	6040 Walnut Dr	Ft. Worth	TX	76114
56	Keef	Terry C	62 Western Ln	Morrilton	AR	72110
57	Keeis	Austin	Rt. 1 Box 61	Glennville	GA	30427
58	Knoth	Dauglas	3504 Elmwood Dr.	Alexandria	VA	22303
59	Koehn	Wade	1251 Wilcrest #103	Houston	TX	77042
60	Kolojek	Donald	462 Stallion Ct.	La Greng	OH	44050
61	Krohn	Stefan	5831 SW 89th Ct.	Miami	FL	33173
62	Kutz	Joseph	608 Eaglecreek Dr.	Leander	TX	78641
63	Lidderdale	Kemmeth	Box 156	Palmer	TX	75152
64	Lilley	Michael	2332 Hollow Pond Rd.	Williamston	NC	27892
65	Manross	Steve	915 Leavitt	Waterloo	IA	50702
66	Marting	Jon	P.O. Box 36204	Phoenix	AZ	85067
67	McGuffin	Dan	88 Banting Cresent	Brampton, Ontari	Canada	L6Y2 K9
68	Meneve	D	219 Emeline Dr	Hawthorne	NJ	07506
69	Miltholland	Steven	1810 N. Farm Rd. 197	Springfield	MO	65802
70	Moats	Jerry	20577 Lassen View LN.	Redding	CA	96002
71	Mogensen	Mike	9265 Fireside Dr.	Indianapolis	IN	46250
72	Montgomery	Admiral	110 Thomas Rd.	Glen Burnie	MD	21060
73	Nelson	Vincent	P.O. Box 877	Luling	LA	70070
74	Ng-Montalvo	Isaac	183 Mott St, #4A	New York	NY	10012
75	Noble	Eric	7133 Claybeck Dr.	Huber Heights	OH	45424
76	Osborne	John	9119 Hill Rd.	Knoxville	TN	37938
77	Pankratz	P.	663 Hwy H	Fredonia	WI	53021
78	Pate	Jim	HC 64 Box 21	Fredericksburg	TX	78624
79	Pearce	Chris	6516 St. John Dr. #304	Ft. Worth	TX	76132
80	Pittelli	Frank	33 Wilelinor Dr.	Edge Water	MD	21037
81	Pitzer	Wayne	P.O. Box 10755	Killeen	TX	76547
82	Poindexter	Jeff	422 East Bonita	Amarillo	TX	79108
83	Pugh	Ed	320-A Smith St.	Lewisville	TX	75057
84	Purvies	H. Bart	Route 7 Box 465	Baxley	GA	31513
85	Raymer	Gary	1903 Wood St.	Gastonia	NC	28052
86	Rogowski	Francis	2240 Hope Rd.	Fayetteville	NC	28304
87	Schultz	Steve	22511 Masch	Warren	MI	48091
88	Scott	Donald	100 Clarendon Pl apt 6	Hackensack	NJ	07601
89	Sellars	John	40886 Worthington	Canton	MI	48188
90	Sereda	Robert	R.R.#5, 284 Pole Line F	Thunder Bay, On	P7C 5N CANADA	
91	Shepard	Dan	922 24th St. N.W. #217	Washington	DC	20037
92	Sloan	Robert	7536 Lafayette	Dearborn Hts.	MI	48127
93	Smith	Steven J	1321 Prairie St.	Chaska	MN	55318
94	Smith	Robert	10715 Ayrshire Dr	Tampa	FL	33626



95	Steven	Mark	1209 E 10th St	Newberg	OR	97132
96	Stevenson	Wayne	6134 Twin Oak Dr.	Greendale	WI	53129
97	Svec	Timothy	7918 Braesdale	Houston	TX	77071
98	Thibault	Ron	2103 North Ridge Rd	North Augusta	SC	29841
99	Tompkins	Tracy	8067 SW 73 Ave #31	Miami	FL	33143
100	Torda	Mike	P.O. Box 338	Cashiers	NC	28717
101	Vance	Kenneth	P.O. Box 194	Tavernier	FL	33070
102	Watkins	Stan	1042 Lovell View Dr.	Knoxville	TN	37932
103	Whitsell	Richard	9820 N Highland Terr	Kansas City	MO	64155
104	Wilczek	Dennis	5015 NE River Rd	Sauk Rapids	MN	56379
105	Winters III	Frederick	2034 Riverdale St. Apt	West Springfield	MA	01089
106	Wooten	Joe	415 So. 55 W. Ave	Tulsa	OK	74127
107	Zinat	Ali	5312 Dickens Rd.	Richmond	VA	23230



## THE WAY TO A MAN'S HEART IS THROUGH HIS HULL

by Myrtle Peabody

When I married my husband Mercury, I had to learn two acronyms: SPEBSQSA and IR/CWCC. The first one, as those of you who regularly talk tapes with Mercury probably know, stands for the Society for the Preservation and Encouragement of Barbershop Quartet Singing in America. Mercury has a beautiful bass voice, and he just loves to sing, especially barbershop tunes. (But it's surprising that no one's come out with a Mercury Sings Mercury's Greatest Hits tape yet!) The second acronym, as anyone reading *Hullbusters* ought to know, stands for the International Radio-Control Warship Combat Club, also known as "the magnificent obsession" (TMO).

It's not easy being married to someone with an obsession — much less two or more — other than yourself, but after almost a decade of being married to Mercury, I've learned that the way to his Axis heart is through his hull.

For those of you who also have a loved one that exhibits symptoms of TMO, here are 10 tried and true coping strategies that will help you regain his attention and affection:

1. For starters, get to know the name of his ship(s) and whether he's Axis or Allied. (Bonus: Be able to recite the number of guns and turrets on each of his ships.)

2. Read an occasional article in *Hullbusters* and surprise him by commenting on it at dinner. (i.e. "Can you believe that new rule Chris Pearce is proposing?")

3. Visit his workshop and ask questions like "What's this tool for?" (Tip: Avoid questions like "Need any help patching all those holes, honey?")

4. Talk tapes to the other people in the hobby with him. You'll get to know some of the other battlers that way, and instead of dreading the arrival of yet another tape in the mail, you'll actually look forward to hearing the guys talk — (and, if it's Fluegel, *sing*) — back to you.

5. Let him have "Boat Day" to work on his ship or battle some of the other guys in the area once in a while, but ask him to take you out to dinner and a movie afterwards. Or demand equal time for a "girl's night out."

6. Go to the hobby store with him and act like you could spend all day looking at dowels and balsa wood. Avoid looking at your watch and bite your tongue if you feel the urge to comment on how much the hobby cuts into the family budget. (And once again, you should feel entitled to spend a comparable amount at the store of your choice!)

7. Accompany him to the local pond once in a while so you can see his ship in action and cheer for him as he battles. (Extra credit: Offer to videotape the battle.)

8. Watch boat videos with him. I know the ships all look alike to you, but he'll appreciate the opportunity to show off by identifying them for you. If you really want to impress him, ask him to replay the sinks in slow motion!

9. If he'll let you: battle.

10. Surprise him by writing an article for *Hullbusters*. I did this for our ninth anniversary, and guess what? It knocked his Axis socks off!

The bottom line is that you can't beat TMO, so you have to join it. Good luck!

### NEW FREQUENCY OFFICER.

I should have an updated list ready in the next issue of *Hullbusters*. In the mean time if anyone needs info or a new frequency my address is M.W. Deskin 6949 Shull Rd. Dayton, OH. 45424. I work 7 PM -7 AM M-F, off weekends.



## IR/CWCC HITS THE AIRWAVES!

by Kapt. Peter K. Demetri

This past 20th & 21st of July we had a little scrap here near Savannah, GA (see the battle brief in this issue). Prior to this battle I recieved a call from a guy named Shaun from Stuart, FL. He has a TV show on satelite channel G5 on the outdoor channel. His show is all about R/C hobbies. Until now, he has only covered R/C planes and cars. He saw my battle notice on the Internet. (Thanks to whoever put it there, cause I sure didn't!) He asked if he could tape our battle and put it on his show. I told him we only had four ships fighting, but he was welcome to come and watch. I'm sure at first he wasn't too impressed, but he stuck with us and took two hours of film. And, he also said it was one of the most interesting hobbies he's seen.

Thanks to rookie Mike Torda for providing the only sink of the weekend! Also for not allowing his bilge pump to light up until after he retrieved his hip, just so it would look good on T.V. Thanks to Austin and Matt Keels, it would've been real boring without you. Shaun is going to put together a show based on this video footage and it will air in six to eight weeks. As other info he borrowed copies of Hullbusters, Victory at Sea and the latest Swampworks catalog (Steve, I want 10% of all sales resulting from this FREE advertising!) Shaun has expressed interest in filming a larger event so if anyone has anything scheduled for the rest of the year let me and I'll forward the info. I have moved recently and here is my new address:

17 Lanvale Ave  
Port Wentworth, GA 31407  
(912) 966-2261

The worst thing that can happen to your ship when a bb strikes the hull is for the balsa to shatter or splinter. OK, that's really not the WORST that can happen but it is still pretty bad. I have found a way to stop the shattering without making the hull impenetrable. First the concept. The way to stop bb's from shattering the hull is to add strength across the grains. The idea of placing the Silkspan on balsa with the weave running perpendicular to the grain was the bases for this idea. The concept is to run a weave of weak thread back and forth on the inside of the balsa planks. When a bb strikes the hull it will poke a hole in the side, but the weave of the thread will prevent the hole from ripping open. Method. 1. Place the wood against the ribs of the ship and trace around all of the openings so that you can tell which part of the wood touches the frame and which part is to be penetrable. 2. Make a jig out of (DON'T LAUGH) a pair of fine toothed combs, glued to either side of a piece of wood wider than your planking. From a sewing center get the weakest thread that you can find, and weave it back and forth from comb to comb. You now have a "ladder" of thread across the jig. 3. Take the wood and in the areas where you have drawn the windows paint it with the thinned clear dope. 4. Press the wood up under the threads so that they lay in the paint. 5. Let dry. 6. Trim off ANY EXCESS THREAD THAT MIGHT OVERLAP ANY RIB! Water can and will seep around the threads if you don't lay the glue to it good enough, so just don't put up with future problems, trim it close! Paint another layer on top of the threads to make sure that they have adhered to the balsa. The thread will stop the balsa from shattering and tearing, but is weak enough that any bb hitting directly on a thread will not be stopped. Be sure that you have just reinforced the widow areas of your balsa, its unlikely that if you cover the whole sheet of blasa with the weave that it will hold the plank far enough away from the hull for water to seep in but why risk it? Just make sure that you trim around the window areas good. I hope that this idea will help to reduce the effects of lucky shots that blow out one inch long splinters from your hulls. Look at it this way, they're supposed to be bbs not wood gouges.

Well it's been eight years and I missed it alot. I stopped to do some construction on the house, that took two years. Then I had to do the other part of the house over so that it seemed to never end. Melanie and Paul are now 11.5 and 10. I got into Mtn. biking and we have a place in Pa. (real simple). The boats were always around and I would hit on the spare parts to repair other things, it was a running joke at work. I have stopped smoking, and that hasn't been easy. But there was always a feeling that normal people don't have, a need to do it. Martin Schneider would say that R/C combat types had a "defective gene" that would control their actions to such a great degree. I agree that it is the case and that treatment is useless.

I hope that I always feel like a rookie, to turn your head a full 100 deg. while you are speeding along at 50+ mph just to get a look at a pond or lake you just passed in your car. To get "butterflies" as you are driving to a event. To get surplus catalogs. To talk tapes to people I may never meet, or maybe once a year at a event. To day dream about new weapon control devices, rotating turrets, elevating guns, BORG like drive. All the old stuff is being removed from dusty boxes and sorted out. The shop looks like a tactical nuke went off.

Just ordered alot of stuff from swampy, and I am very impressed at his gun magazines, I've made magazines and his are better than any I have seen.

The only thing that I would say is negative is the crap that is being pumped into the e-mail list. I see a real useful tool that you are not using. But worse than not using it is when you misuse it and rather than exchange technical stuff you engage in a insult and "yank the chain" contest. Maybe not the best impression to leave on a rookie.

I will probably bring the Andrea Doria to nats next year. She was made in 1983 so she would be 14 years old maybe the oldest battling boat in the hobby.

Carl Camurati AKA

HEADGEEK@aol.com

AFTER AN 8 YEAR ABSECE, WHAT'S CHANGED?



## E-MAIL VS. TAPE TALKING

There are basically five kinds of communication that go on in this hobby. Telephone, the things you say at the lake/room/meals, Hullbusters, E-mail, and tape talking. I'm writing this article on the last two. E-mail is very useful, and cheap. E-mail can be used for asking questions, sending articles, exchanging information on technical topics, and unfortunately belittling other people. With E-mail you have a great way of getting information at almost instantly to someone far away. You can read or send E-mail at your convenience. You can also respond to E-mail instantly. The down sides to E-mail are that you don't here the inflection or tone to someone's voice, and the petty people of this hobby use it as a devise of slander and reticule. Also we are becoming a society that spends too much time in front of cathode tubes. We use computers at work, home, for recreation, to the point of that many people spend more time interacting with their computer than with other people. I recently got a computer at home and I can tell you that it has sucked down time that I would normally spend on my ship, friends, or other recreation. Here from many people how great the internet is. I'm sure it is. There is many, many things that you can do on the internet that you can do in no other medium. But it costs more time and money. You have to weigh the benefits of your computer, verses the time you spend with your ship, friends, charity work, and your family. Does all that time you spend on your computer make up for ALL THE TIME YOU SPEND AWAY FROM THE REST OF YOUR LIFE? I don't think so. Tape talking has been used less and less since E-mail has been used more and more. The advantages of tape talking are many. You can here someone's voice on tape. This means you are listening to them laugh, sing (in Fluegels case we can do without), tell stories, complain, act silly, record all the sounds around them, (car washes, my loud muffler on my old truck, sirens, wives, kids, the radio), and all the other sounds you here while driving around. Tape talking is a very ergonomic thing to do. It humanizes the fast pace we all live in. I always look forward to getting a tape in the mail, instead of just bills, magazines, and junk mail. Also it keeps me from going crazy when I'm stuck in traffic. Tape talking is great on long trips. It's like a travel log, and diary. Also when you voice your thoughts it tends to help you crystallize your likes, dislikes, and where you are in your life and how's your life is going, and how you feel about it. Tape talking is a very positive thing. I even tape talk to a British woman I know, forgive me Fluegel, and she talks me back in all of her travels. She has taken her tape player and talked to me beside Old Faithful geyser, a trickling stream in The Grand Teutons, and snow skiing in Snowmass in Colorado. These are GREAT background sounds to here on your tape. Also she talked to me in a very intimate way that will keep you smiling during the heaviest rush hour, (nudge nudge, wink wink, know what I mean, know what I mean.) It's easier for me to talk for 60 minutes then to type 60 minutes worth of reading. Also it's hard to type on your PC while driving your auto. The there's only a few down sides to tape talking. One is that you must go the trouble of buying, packaging, and mailing the tape. Another is that it takes days for your messages to arrive at it's destination. And if you get tapes from Fluegel, he buys the lowest quality, cheapest tapes he can get his hands on. Even if you send Fluegel good tapes and tell him to send the same tape back to you so you can get a good tape he loses it, or sends it to someone else. Also there's

### NATS TO YOU by JIM PATE

Well this will be my final act as last years site host. Here is a brief report on the Nats cost last year. As you can see we came out in the black for a change. I hope everyone had fun for the week. I think every one did. After the Allies blasted the Axis on Monday for a 10000 point lead I thought it was real good of them to take it "easy" on the Axis for the rest of the week so Axis would have fun too. Well hope every one has a good holiday season.

#### Nats report Money collected

Nats entrys .....	\$ 3380
CO2 fees(mail ins).....	\$ 130
CO2 collected at lakeside*.....	\$ 130
My entry.....	\$ 105

total \$ 3745

#### Nats Expenses

H&H Ranch.....	\$ 3145
Trophies.....	\$ 141.13
Copys.....	\$ 16.89
Extra Thophies.*.....	\$ 21.87
postage costs.....	\$ 10
CO2 cost.....	\$ 130

total \$ 3464.89

Nats income \$3745

- Nats costs \$3464.89

Balance \$ 280.11

+ interest \$ 9.89

Total sent to club \$ 290.00

\* extra trophies are the class 6 because of the tie and the "keeper" admirals throphie for Chris P that Tom Jass told him he would get

\* CO2 fees collected at lakside are a "best " estimate as some people gave Wade thier CO2 fee instead of giving it to me .

no guaranty that the person you send one to will return one to you, I.E. DIRTY, CHRIS, JIM, JASS, STEVE M., LIEF, BARTMAN, and THE FABMAN. E-mail verses tape talking. BOTH have a place in this hobby, and in our lives. Use E-mail when you're in a hurry, sending articles, technical information, for convince, and when you're on your computer. Send and listen to tapes when your in your auto, ( and that's alot of the time); when you REALLY want to know what someone thinks and feels about something, when you want to hear how someone sounds, and when you want to feel more in touch with that person and their lives. So get away from your cathode tubes, PC and





TV, buy a tape/tape player, new batteries and some spares for when your tape player dies, and TALK to someone. You'll be glad you did, and so will they!...

**CONCLUSION**

Tom Jass, editor of Victory at Sea, has published his last issue. He sites the lack of contributing authors as the reason, and I can well imagine the drain that puts on a newsletter editor. I am concerned that we are also loosing Tom as a friend.. He noted that he was heavy into RC airplanes and that he would not be attending Nats. It's sort of a morbid position I find myself in, as the senior battler (19 years+) I have watched allot of fine friends come and go. I start noticing behaviors associated with the exit of a friend from the group, it's kind of like a little death. Stick around Tom, you are loved.

Some articles are in a large font, because I Need Author! HELP! Thanks to Matt for the logo, but my trained eye found some errors in his otherwise fine attempt at scale modeling.

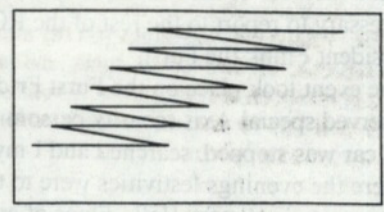
The next issue may include an article on numatic gun actuator (like Ronnys). I used them in my Admiral Scheer, against Stan, and am very pleased, there fast!

My e-mail address is dfl752@airmail.net. Send articles RTF (rich text format) or "Word" or mail, or disk, or typed, or scribbled on a bloody napkin, but send articles!

**More Silkspan Methods**

By mike Torda

An easy way to apply silkspan to a ship's hull is to first cut out a piece of silkspan that will cover your entire ship with about a 1 or 2 inch overlap. Now fold the silkspan as shown to the right. The entire piece should have a slightly offset accordion fold. Set this piece aside because you have to prep the wood next. Put two coats of clear dope (2 parts thinner 1 part clear dope) onto the sides of your ship. Really slather the second coat on the ship, and before it gets a chance to dry move quickly to the next step. Take the carefully folded piece of silkspan in your hand and run water over it from a faucet. Be sure that the whole thing is good and wet, but not dripping. Don't bother to dry it off, the walk back to the work bench will be plenty. Starting at one end of the boat lay the top trailing end of the silkspan onto the still wet side of the ship. Using a brush spread the silkspan out smooth with the thinned clear dope. As you progress down the side of the ship the silkspan should simply unfold itself from your hand. If you have problems with it not unfolding easily, keep it wet and the way you folded it will make it easy to loosen the layers from each other. Now go back with the thinned clear dope and finish spreading out the silkspan. This method will give you a smooth hull using only a single piece of silkspan. Along the way you will have put 4 coats of clear dope on the sides. Just a couple of coats of your favorite colors to finish things off and you are set to go. See the article on SHATTER STOP to see how to prep the wood before you glue it to the hull.



**ITS TIME TO JOIN THE CLUB AND / OR HULL BUSTERS**

In order to partipisate at sanctioned events, be eligible to vote, and receive the rules, you need to join the club. To join, send our treasurer, Ronny Hunt \$6 at 2611 stratford Dr. Greensboro, NC, 27408. Send Ronny \$6. If you also want to subscribe to Hull Busters (and I hope you do), send Ronny an additional \$9 for a total of \$15.

If all you want is Hull Busters, send me (Fluegel 3524 Gray Dr, Mesquite TX, 75150) \$9. Do not send me \$6 to join the club. If you do not have a "United States" address, Hull Busters is \$15.

Your Address Please Print (If its on the back of this form, and yor mail this form, no address is needed)

Name \_\_\_\_\_ Street \_\_\_\_\_  
 Town and State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone number ( ) \_\_\_\_\_ E-mail \_\_\_\_\_

**Optional!** The following survey was given in 1984 and I felt it would be interesting to see how we have changed in the past 13 years. 1 I have battled; \_\_\_\_\_ 2 I am building a ship; \_\_\_\_\_ 3 There is a realistic (80%) probability that I will participate in this years Nats; \_\_\_\_\_ 4 I plan on participating in the following events Fleet, \_\_\_\_\_, small ship \_\_\_\_\_ Night battle \_\_\_\_\_, Convoy \_\_\_\_\_ 5 I will battle on the Axis \_\_\_\_\_ Allied \_\_\_\_\_ side with a Battle ship \_\_\_\_\_ Battle cruiser \_\_\_\_\_ Heavy cruiser \_\_\_\_\_ Light cruiser \_\_\_\_\_ Smaller \_\_\_\_\_ Convoy ship \_\_\_\_\_ 6 My primary frequence will probably be \_\_\_\_\_ 7 I am a club member \_\_\_\_\_ 8 NAMB insurance is a good deal \_\_\_\_\_ 9 I voted on last years rule proposals \_\_\_\_\_ 10 My preferred speed rule would be. No speed rule \_\_\_\_\_ A maximum speed rule \_\_\_\_\_ A speed rule by 3 classes \_\_\_\_\_ 6 classes \_\_\_\_\_ Scale speeds \_\_\_\_\_ other \_\_\_\_\_ 11 I feel the battles would be more fun if they were: More scale \_\_\_\_\_, less scale \_\_\_\_\_. 12 I want to legalize rotating turrets \_\_\_\_\_ 13 I want to legalize thicker Balsa wood \_\_\_\_\_ 14 I want to legalize a maximize gun power \_\_\_\_\_ 14 I want to legalize a larger than Bee Bee caliber gun \_\_\_\_\_ 15 I feel the hobby is controlled by a "click" \_\_\_\_\_ 16 I feel the hobby is fairly governed \_\_\_\_\_ 16 Nothing works like a Chey truck \_\_\_\_\_ The following qustions are not 1984, but new. 17 I feel RC Warship combat is a mostly a sport \_\_\_\_\_ or a hobby \_\_\_\_\_ 18 Did you get into the hobby Swamp works \_\_\_\_\_ a magazine \_\_\_\_\_ a frinend or family memger \_\_\_\_\_ other \_\_\_\_\_ 19 The curent state of health of the hobby is \_\_\_\_\_ (1=very bad, 10=very good) 20 Allied / Axis teams are distructive to the hobby \_\_\_\_\_

CUT HEAR AND MAIL.



# THE CORONATION OF FRANK THE FURST

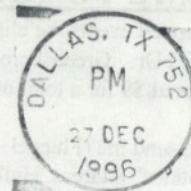
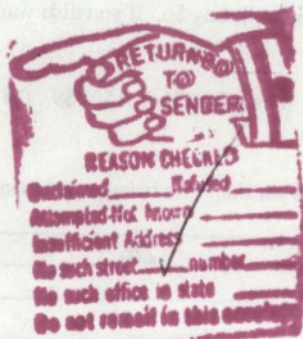
By anonymous

I'm a member of the Maryland Attack Group and beings I'm one of the only Allied Captains of the group I felt it necessary to report to the rest of the RC combat world about the Grand Party the Axis threw to honor the new El President Frank the Furst.

The event took place on the Furst Friday in October. I knew this would not be a normal MAG meeting when I observed special Axis security personnel lining Wilelinor road approaching the Petelli compound. At the front gate my car was stopped, searched and I myself had to submit to a pat down before being admitted into the friend ballroom where the evenings festivities were to take place. Upon entering the ballroom I was overwhelmed by decor that now covered Axis Victory Hall. Flags of every Axis Nation hung from the ceiling, miniature flags ordained each table and portraits of Heroes of the Axis fleet donned the walls. From the corner, an orchestra played military dirges and marches as scored of Axes captains mingled around talking, laughing, embracing. They all talked of the New age and The Brave Proud World they would be forging. Suddenly the hall went dark, and a single spotlight shone on Frank the Furst as he strolled from the back of the hall to the podium and throne at the front. All the Axis captained were applauding, cheering and some even crying. I don;t recall to much of his speech mostly because of the raucous behavior and screaming coming from Steve Anders, the Bateau brothers and Ken Kelly at the table next to mine. Suddenly I felt a hand on my shoulder and there behind me was the legend, Marty Hayes. Marty had a strange far away look in his eye's as he asked me if I'd tried the strudel, did I like sushi, finally, would I like to join up with the Axis fleet. I politely declined but he persisted and was soon joined buy Will Montgomery. Will offered to help me build a new boat, a big beautiful Axis one. He even handed me plans for a Bismarck but again I declined saying it was getting late and I had to leave , when strong hands grabbed me from behind and pushed into a chair. No ordinary chair, a dental chair with straps and restraints. Now these fiends decided to unleash the best and before me was Dr. Paul Broring who used wicked tools to (censored by the editor) when I was finally saved by Linda Petelli who called from the back of the Hall, "Frank it's after midnight, time for your friend to go home".

I don't know if I'll be able to write again, PLEASE send Allied reinforcements to Maryland.

D.W. Fluegel  
3524 Gray dr.  
Mesquite TX  
75150



Rogowski, Francis  
2240 Hope Rd.  
Fayetteville, NC 28304

