

Introduction

Congratulations to the world, a Baby savior is born! Besides Jesus, Paul Browering has a 7lb 19" new baby, and Steve Pavloski has a 7lb 8oz 20.5" baby. congratulations!

Readers in the Battleship Massachusetts area, I received mailings about their exhibits. If your interested in what's going on there they have an e-mail battleship@battleshipcove.com.

Thanks to all the contributing authors, again! Especially to Lief Goodson, for funding the color page! What a guy, it was all his idea, and we all are grateful for a splash of HB color! I was surprised to discover that this was not the first color for HB, page 44 is the only other true color. Also, thanks to Jeff Poindexter for the Logo, I felt it was a welcome chage to another Hitler logo (for some)..

Calendar: only Nationals, July 12-17th 98 (page 1246 for more details)

President's Column

by
Frank Pittelli, WA98

As "The Year of Fluegel" comes to a close, I am proud to say that the hobby continues to grow in numbers and in stature. The annual harvest of prospective rookies went well and many new members are busily building their first boats, dreaming of their first battle in the spring. Many veterans are also busy in their workshops, either creating new masterpieces or perfecting (ie. fixing) old masterpieces.

In an attempt to disprove the saying about "old dogs", both Fluegel and Stan have announced new ships for the coming year. Clearly, both of these venerable founders want to make a big impression during the 20th Anniversary NATS. We all owe a great deal to them for creating this magnificent obsession, and I hear that many captains have plans to "pay homage" to them on the lake with a 21 BB salute (what more fitting tribute could there be!!)

On the bureaucratic front, I am sorry to announce that Lief Goodson tendered his resignation as Vice President because of personal reasons. Lief plans to continue participating as a battler, but felt he could not fulfill the duties of VP properly. To that end, a number of captains on

the Internet pushed for the E-board to fill the open slot as quickly as possible, given the critical importance of the Freq Czar (which is now officially the VP's job.) Accordingly, the E-board voted on a list of volunteers for the position. I am happy to say that Will Montgomery has been appointed to fill the vacated VP/Freq Czar position. If you have any frequency related problems, Will can be reached by email at:

wxmd31b@prodigy.com

or by regular mail at:

Will Montgomery
110 Thomas Rd.
Glen Burnie, MD 21060
410-760-8991

I am also happy to announce that the IR/CWCC has been awarded a \$500 check from the Radio Control Hobby Trade Association (R/CHTA) for all of the wonderful press coverage we received for NATS 97. We will be using that money to create a professionally edited video tape of our press clips over the years and as many clips of sinks and captains that we can fit into a 30 minute video. Depending on the cost of the project, we hope to make copies of the video available to all members for free or for the cost of the tape and/or shipping. More details will follow as the project moves forward.

Happy holidays to everyone and let's all work hard to make 1998 the greatest year ever seen in the hobby.

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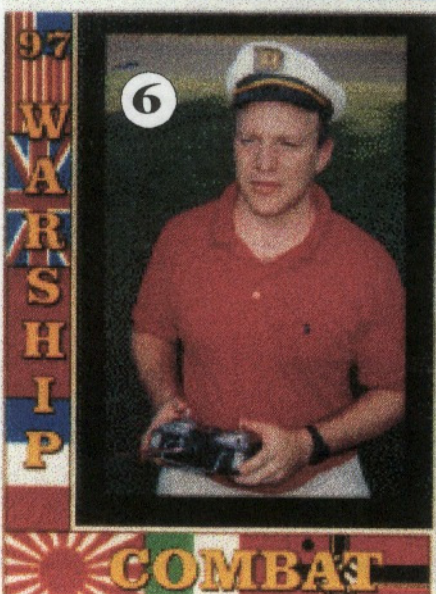
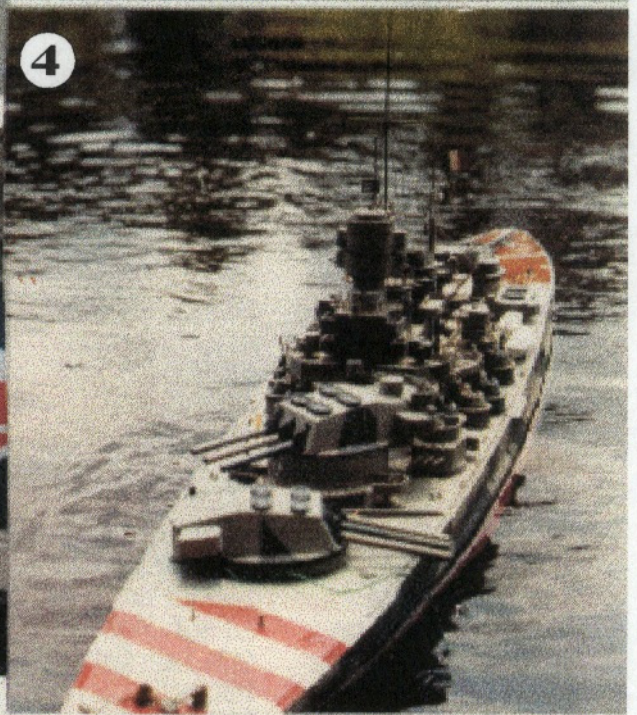
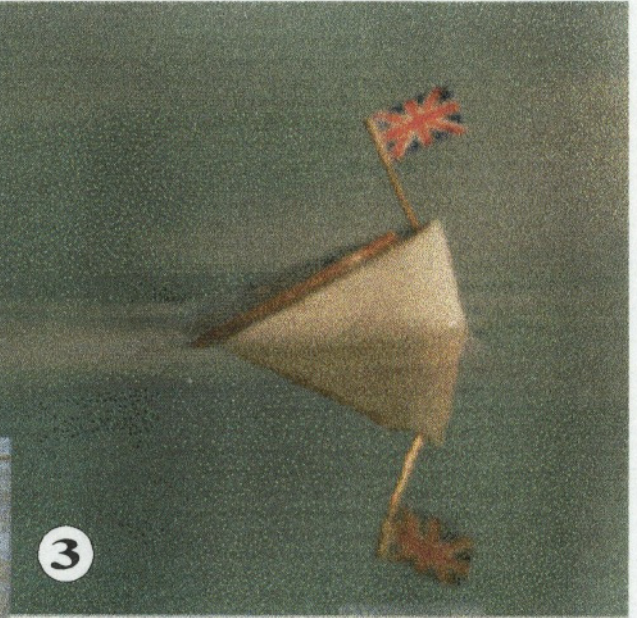
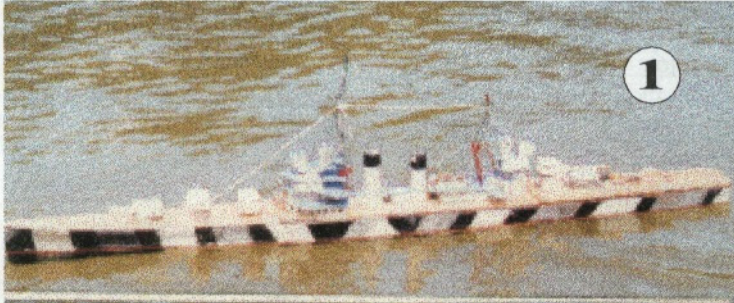
1997 Is another record year for HB subscription numbers. Please contact any new friends you may find in your area.

<u>First Name</u>	<u>Last Name</u>	<u>Street Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>Phone Number</u>
Willard	Adams	500 S. Ralston	Suger Creek	MO	64054	833-1775
Stevie	Andrews	106 Severn Ave.	Severna Park	MD	21146	
George E.	Andritsos	4073 S. Shady Ln Ct	Greenfield	WI	53228	
Chris	Au	253 Maplewood	East Lansing	MI	48823	
Pete	Bac	19521 Hardy	Livonia	MI	48152	
Steve	Baker	80 Tanglewood Rd	Newnan	GA	30263	
Dan	Barrett	114 62nd Way	Fridley	MN	55432	612-571-1099
John	Barrett	2613 Wheeler St.N.	Roseville	MN	55113	612-639-8329
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James A.	Burdette	2273 Luana Dr. East	Jacksonville	FL	32246	
Jason	Cagle	8237 Southwestern Blvd #1033	Dallas	TX	75206	214-739-2846
Carl	Camurati	69-52 181 Street	Fresh Meadows	NY	11365	718-591-0290
John	Carter	16522 SE. Clinton St.	Portland	OR	97236	761-6736
Donny	Ciccimaro	2773 Worden St.	San Diego	CA	92110	
Donald	Cole	9000 Haywood Ct.	Orlando	FL	32825	407-275-0012
James A.	Cory III	751 Childers Rd.	Smithville	GA	31787	912-846-6653
Larry	Dahl	1486 Oakdale Ave.	West St. Paul	MN	55118	612-450-0275
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Peter	Demetri	17 Lanvale Ave.	Port Wentworth	GA	31407	
Mike	Deskin	6949 Shull Rd.	Dayton	OH	45424	513-233-5251
Marshal	Doyle	1609 Pleasant St. #312	Lauderdale	MN	55108	
John A.	Dragovich	823 N. Ridge	Liberty	MO	64068	
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Elsie	Fluegel	12511 S. Western	Amarillo	TX	79118	806-622-0520
James	Foster	1645 W. Walnut Lawn. Apt 620	Springfield	MO	65807	
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Buddy	Friend	53862 Hwy 237	Union	OR	97883	541-562-5171
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George E.	Goff	17330 S.W. 58th St.	Ft. Lauderdale	FL	33331	954-434-2574
Lief	Goodson	4419 Selkirk Ln. E	Lakeland	FL	33813	941-646-8114
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Martin A.	Hayes	1113 Crestview Dr.	Annapolis	MD	21401	410-757-5593
Dirty Dave	Haynes	1141 Santos	Abilene	TX	79605	
Randy	Heuton	4022 Tulane Dr.	Amarillo	TX	79109	354-8703
Ron	Horbul	360 Andover Blvd. N.E.	Anoka	MN	55304	612-434-9657
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Bill	Jackson	9517 Canton Ave.	Lubbock	TX	79423	745-8393
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Phillip	Kumalae	6306 Holly Knoll Dr.	Charlotte	NC	28227	
Joseph	Kutz	22214 Honeycomb circle	Leander	TX	78641	259-2465
William	Lafferty	1360 S.W. 56th Ave.	Plantation	FL	33317	
Tom	Laffland	6313 Indian Creek Dr.	Fort Worth	TX	76116	"-731-1812
David	Lewis	10407 Balsmwood Dr.	Luaurel	MD	20708	
George E.	Losey	44-391-3 Nilu St.	Kaneohe	HI	96744	

Brian	MacDoald	376-33C Sunderland Rd.	Worcester	MA	O1604	
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John	Mayer	6490 HWY 49N Apt # 69	Hattiesburg	MS	39401	
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William R	Miller Sr.	13926 Darlene Ave	Hudson	FL	34667	
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Larry	Newcomb	7789 Andes Dr.	Jacksonville	FL	32244	904-779-7650
Erick	Noble	7133 Claybeck Dr.	Huber Hts	OH	45424	
Carl	Nowicke	8 Ive Ct.	Perrineville	NJ	O8535	
Chris	Nulph	8702 Lakeside Forest Dr.	Houston	TX	77088	281 448 2430
John	Osborne	9119 Hill Rd.	Knoxville	TN	37938	922-4519
Phillip	Osborne	312 W. Outer Dr.	Oak Ridge	TN	37830	423-220-9917
Filandro	Pasquale S.	909 Seaman Ave.	Beachwood	NJ	O8722	
Jim	Pate	303 Antelope Ln	Fredericksburg	TX	78624	210-669-2441
Steve	Pavlosky	2011 Ewald Ave.	Baltimore	MD	21222	
Chris	Pearce	6516 St. John Dr. #3049	Ft. Worth	TX	76132	
Frank	Pittelli	33 Wilelinor Dr.	Edge Water	MD	21037	410-266-8498
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Jeff	Poindexter	422 East Bonita	Amarillo	TX	79108	806-383-2336
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Kris	Richey	2415 Alpine Cresent	Victoria, B.C.	Canada	V8N-4B5	
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Williams	Rogers	937 8th Ave.	Pleasant Grv	AL	35127	
Larry	Sandborn	9583 Kent St.	Portland	MI	48875	
Daniel	Schultz	1106 Skyway Dr.	Annapolis	MD	21401	
Alred	Schumer	20522 NE 66th St.	Redmond	WA	98053	868-3426
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Ronald	Sellars	22850 Cyman	Warren	MI	48091	
Alfred	Sellars	8733 Cadillac	Warren	MI	48089	
Robert	Sereda	R.R.#5, 284 Poleline Rd.	Thunder Bay Ontario	P7C 5M9	Canada	807-935-2072
Joseph	Simpson	130 Vine St	Roseville	NJ	O7203	
Charles	Sine	613 A Garland St.	Philadelphia	PA	19120	
Robert	Smith	10715 Ayrshire Dr.	Tampa	FL	33626	813-885-9027
Steven	Smith	1321 Prairie St.	Chaska	MN	55318	612-448-6342
Greig	Stephens	17042 E. Wagontrail Pky.	Aurora	CO	80015	303-699-5055
Wayne	Stevenson	6134 Twin Oak Dr.	Greendale	WI	53129	414-421-5743
Chris	Stosen	580 Ashford Cove Dr.	Lilburn	GA	30247	
Timothy	Svec	7918 Braesdale Ln	Houston	TX	77071	713-777-6717
Kenneth	Swartz	8698 Jane Ave.	Brighton	MI	48116	
Scott	Sweeney	11925 53rd St. Ct. E.	Sumner	WA	98350	"-683-8382
Shiuiehi	Takenami	2-6-11 Ajino Kurashili City	Okayama Prefe	711	Japan	
Tom	Tanner	15605 Easthaven Ct.	Bowie	MD	20716-2607	301-262-8180
Ronald	Thibault	2103 N. Ridge Rd.	North Augusta	SC	29841	
Mike	Torda	P.O. Box 338	Cashers	NC	28717	
Doug	Torda	5722 Jester Dr.	Garland	TX	75044	972.496.0222
Mike	Torda	212 Torda Trace	Waynesville	NC	28786	
Stan	Watkins	1042 Lovell View	Knoxville	TN	37932	
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Evan	William	3116 Winston Place Apt's #9	Manhattan	KS	66502	
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Troy	Young	1152D Twin Maples Dr.	Lebanon	MO	65536	
Ali	Zinat	5312 Dickens Rd.	Richmond	VA	23230	



HULLBUSTERS



Care and Feeding of 2 oz. CO2 Cylinders

By Bart.

Many captains use the light disposable CO2 cylinders in their smaller ships. These handy little containers are convenient and a couple of quick steps will make them even more reliable and easy to use.

Many times the threads on the neck of the cylinder are rough and coated with rust. Willard Adams uses a 5-20 die (available from most any Home Depot or Ace Hardware) and threads the cylinder into the die before use. This recuts the threads and cleans them up so that they will screw easily into the adaptor. Willard uses pliers or an adjustable wrench to hold the die and just hand threads the cylinder into the die.

Lief Goodson uses sandpaper to flatten, smooth and polish the face of the cylinder's threaded neck. This provides a better surface for a gas-tight seal with the teflon washer in the adaptor. It also reduces the tendency of the cylinder to scar or deform the washer. Lief then coats the threads with oil to facilitate unscrewing the cylinder after use. This is important because overtightening an unlubricated cylinder can make it almost impossible to remove the cylinder from the adaptor after use.

There is no need to wrap the threads of your cylinder with teflon tape in an attempt to get a seal. The gas-tight seal can only occur at the interface of the cylinder and the teflon washer in the adaptor. Tape can actually be counterproductive in that it can shred and clog the orifice in the adaptor preventing gas flow.

Warship Combat Trading Cards are Here!

Just in time for the holidays! The 1997 Warship combat trading cards are here. Over fifty different captains are featured. Collect the whole limited production series. All the legends are featured including Stan Watkins, D.W. Fluegel, James Foster, Will Montgomery and many, many more! Each card features a color photo of the captain in action, as well as important statistics like ship, fleet, home town, rookie year, and major awards (see color photo page). Start your collection today with a set of 10 cards for only \$10.95 (or 20 for \$19.95) plus \$1.25 shipping and handling. Send orders to: R/C Warships LTD, 4419 Selkirk Lane East, Lakeland, FL 33813

Boys and Girls

Due to re-engineering at the North Pole Santa was unable to get his list of who was naughty and nice ready for publication in Hullbusters. We'll have to give you the benefit of the doubt for this year. However, he IS watching and will be ready for next year to publish his findings. The appropriate consultants will be brought in to analyze the data to insure my internal and external customers are best served. Whatever that means.

HO! HO! HO!
Merry Christmas,
Santa

Konig Gets Pelted!!

by Tundra Teddy: Polar Bear Extraordinaire!

Springfield, MO: 1997 Fall Regionals Report

From where I sit atop the rigging of the SMS Konig of Curly Barrett, I get a pretty good look at the war around me. But the Fall Regionals gave me more than an eyeful!

I made the 12-hour trip from Minneapolis to Springfield in under 10 hours, but it seemed like a lifetime, as I had to endure staring at the little clown glued to the bridge of Larry Dahl's Tiger. Why do people put figures on their boat, anyway?

We arrived at the hotel in time to see Bob Eakin going off the tope rope—elbow slamming the hotel clerk into submission—while yelling something about "lost confirmation numbers?!!!" and the inconvenience of having a second-floor room. The clerk later voted Bob for "Most Feared." A raccoon-eyed Scott Bene was watching in amazement as Randy Heuton and Bob negotiated with the clerk.

Scott Bene relieves Lutzow after first combat sink.



Report on the Psychological Suggestions and Implications of the

Axis WAIL AWAY TOUR 98,

from Dr. Sergei Pictorivich to the Allied High Command.

[Note before I begin: I still have not found any record that proves that the Alliance between your countries and mine still exist, especially after the breakdown of our late great communist state, but as long as you have that photograph of my grandfather with Eleanor Roosevelt, and keep paying in coal instead of Rubles, I see no reason to cut off this mutually beneficial arrangement.]

As you know, you have asked me to analyze a captured Axis directive. Unfortunately, our local postman is involved in the local betting cabal, and was too busy to deliver it himself, but he is good friends with the man who owns the fish market, and knows that the fish market delivers to my home twice a week. The boy who delivers for the fish market was way-laid by ruffians, and while the fish were lost, your missive was recovered and delivered, but in a sad condition, rumpled, torn, and stained with fish guts. To reassure you that the data you sent was received properly, I recreate it here:

ATTENTION ALL AXIS!!!!!!!

After very long and stressful week being stuck in the command bunker, the axis high command will now announce its plans for the 1998 season. As of this announcement all axis will start to prepare for the WAIL AWAY TOUR>

The main objective of this stratagery is to chase and inflict massive

damage to the inferior allied rookies and any weak link\ inferior captains that they find on any lake. The battle cry for the next year will be "SINKS FOR VICTORY". At this time I would like to thank the entire axis fleet for there commitment for a better future for all mankind thru axis domination worldwide.

Good hunting

Grand axis admiral

Steve (sink all rookies) Andrews

W.A.- 98

Steve(we will be victorious) Andrews

Once again, let me reiterate my surprise over the discovery that people are still fighting the World Wars. I thought that the Japanese fellow who surrendered in the Phillipines in 1974 was the last to be informed. To discover whole navies with command structures are still carrying out undeclared naval battles in which vessels actually sink, was quite a shock. I know for a time we were quite censored here, but with the recent changes I thought things were getting better but apparently not.

Now on the the analysis. I shall begin with the term 'Axis'. The most common usage of this term is the line about which something spins, such as the Earth's axis. Now spinning objects can be quite useful for accomplishing tasks, as in spinning wheels, or spinning gears, but they also infer rather mindless activity, or in 'going nowhere', as in that old American euphemism of 'spinning one's wheels'.

Turning my attention to the phrase 'Wail Away', I assume the authors meant something along the lines of American euphemism for a person or persons pummeling their opponents. Such acts are usually not well-planned, being instead last-ditch emotional outbursts, again, indicating not much thought on the part of those initiating the action.

Of course, the dictionary meaning of the word wail, i.e. a prolonged cry or sound expressing grief or pain, has such obvious connotations

The Konig and the Tiger were stationed on the ground floor, right in the heart of the battling community. The battlers gathered in the parking lot to meet, greet and await our host. Battlers darted in and out of the rooms, looking at each other's ships. This is when the trouble started.

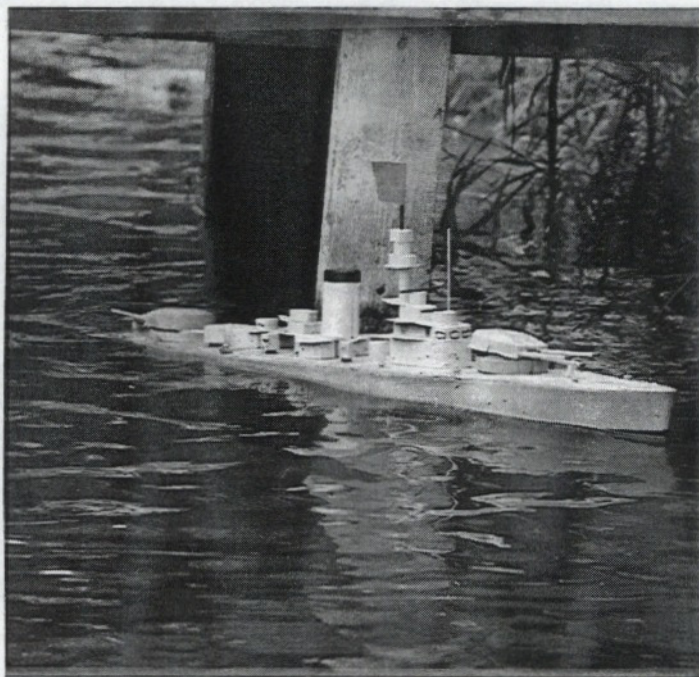
My long-time nemesis, Jay Edwards, noticed I was still riding high in the rigging (where I've been for the 10 years of the Konig's existence) and immediately put a bounty on my pelt! "A free Italian battleship to anyone who can produce Tundra Teddy's hide in battle." The hunt was on!

The captains went out for a wonderful dinner, while I began to prepare for war. By the time Curly got back to the room, I was decked out in my white-polar camo with extra sandbags in the crow's nest for protection.

The gray skies of the cool Saturday morning ("82 and sunny" if you believe the local weatherman) was an ominous foreshadowing of the day's events...it would only get darker for the crew of the Konig.

The battlers piled their gear into the cars and headed to the

Randy Hentons Lutzow sinks near shore.



on the state of mind of the authors that I need not go into it.

Letting my mind roam a bit, 'Wail Away' could also be confused for 'Whale Away', a call for the removal of those large beasts of the sea, and those who protect them. Didn't I read some time ago that the Green Peace organization has a ship called the Rainbow Warrior? Perhaps their penchant for unconventional colors for their vessels, which you reported in other correspondence, is a unconscious desire to join the Rainbow Coalition. Possible, but perhaps I am stretching things a bit too much here.

Moving on, I find the use of the term 'Tour' to be quite interesting. Tours are usually joyful and fun activities, and this is I think the authors' intentions when they used this term, but tours can also be a form of escapism, getting away from the drudgery of everyday life, and due to the implications of other terms they have used, I wouldn't rule out the possibility of the deeper meaning here. Tours can also be unsettling things, uprooting and moving about for long periods of time away from your base of action, or home. There is of course the military tour of duty, but this also infers a period of testing and hardship, in which one either comes back with his shield, or on it. Moving on to their reference to the 'command bunker'. Again, I need not point out to you the connotations of their hiding away in this extremely defensive position, cut off from the more normal contacts with the rest of the world. It reminds me of my position here, but of course, that is of no consequence to you. You will note also that mention was made that the week spent in the bunker was 'long and stressful'. Need I say more?

The use of the term 'battle cry' is interesting, evoking images of going forth successfully into battle. In reality, it was often more for bolstering the courage of attacking troops at the initiation of an attack in which high casualties were expected, or when a defensive line was about to be broken. Only when the opposition is hard-pressed, unsettled, and un-trained is the tactic effective.

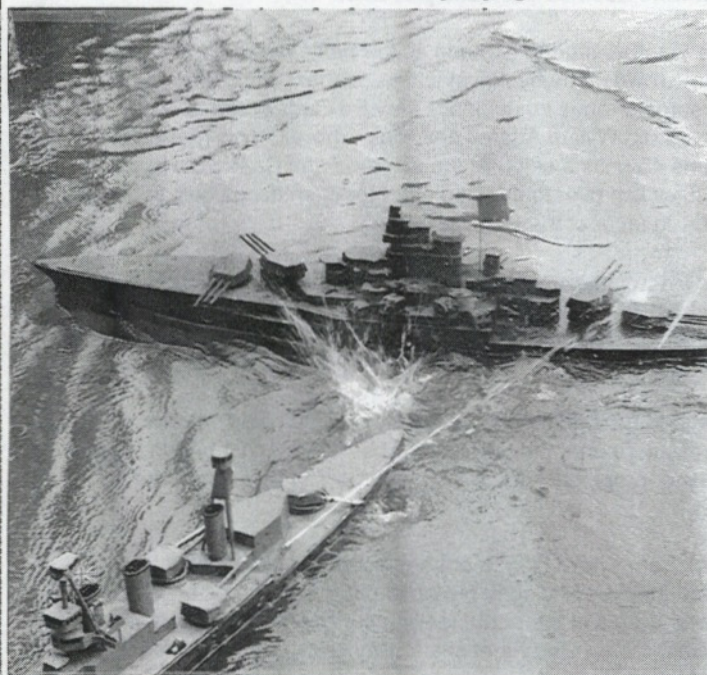
I had to laugh at the call for 'axis domination'. Again, calls for domination are usually those of an unrealistic child seeking total control over his environment. True adults realize that things work much better when there is a give-and-take type relationship. One only needs to look at my own country here to realize that, and our leaders still haven't learned it properly. Again, my apologies for wandering from the subject.

Lastly, I find a confusion of images in the phrase, 'Sinks for Victory'. I am aware, of course, that most of your confrontations are naval in nature, and am fully aware of the connotations of the word 'sink' when used in that context. However, from all the other images presented throughout this directive, I constantly am faced with the image of 'throwing in the kitchen sink', or a last ditch, all-out effort, much reminiscent of the German's Battle of the Bulge of 1944, but due to the state of my larder I shall not tarry there. Victory, of course, is what we all seek, a time of happiness, fulfillment, and satisfaction. Thinking about this I am reminded of the newsreels on the Allied Victory Gardens, where the window box gardens supplied additional sustenance for those left behind on the home front during the hardships of those great wars. Peaceful, green and simple, they were of great comfort, which is perhaps what the authors are seeking. Their last plea for 'good hunting' further emphasizes this feeling of comfort that a full larder provides.

Therefore, my opinion is that the people who issued this directive are cold, emotionally unstable, confused, and hungry. They are also extremely dangerous, willing to go to extreme measures. My recommendation is that a steady and regular airdrop of warm milk and cookies, each evening, just outside the 'command bunker', may result in making these people more cooperative and easier to work with, and just may result in finally bringing an end to your 'war'.

Well, there it is, boys. Personally, I think it's a bunch of hooey, and that our 35 dollars were better spent elsewhere.

Pate unleashes a stern salvo at Pearce- both pumping hard.



Waffle House for a pre-war bite to eat and a look at some real live grits. Larry and Curly couldn't help but notice the lack of model warships sprawled on the road in the intersection (something Bart would remedy on Sunday). The meal went down like a rookie ship: fast, predictable and without glory.

The battlers arrived at Ritter Springs at exactly the same time the drizzling rain did. Curly set up a 30' x 12' tarp, which seemed huge at the time, but would—in time—be packed full of battlers seeking shelter. The rain intensified. The wind picked up. Hearts sank!

The 10 a.m. battle was postponed. Jim Pate graciously agreed to go get rain gear for the troops from the local Walmart. The wind and rain continued and a few battlers retreated to the warm confines of the hotel to wait out the weather.

The site host, who had little control over the weather, was trying to accommodate peoples desires to battle or wait. Finally, a few hardy battlers agreed that they had come a long way to battle, and, as they were already wet, what was the big deal. A noon battle was planned. Larry and Curly were chosen as admirals, and they went away to choose sides. On their third attempt (and with the help of the CD), they struck upon sides

A Site for Everyone:

<http://ircwcc.com>

by
Webmaster

On December 1, 1997 the ircwcc.com webpage will be officially on-line and open for public use. After months of testing, modifications, tweaks, tuning and the help of a small group of testers, it's finally ready to go. It's not completely filled out yet but this will happen over time. I'm only one man doing hundreds of hours of work...in my "spare" time so your patience would be appreciated.

"How does this affect me?" That's a good question but it's actual pretty simple. The IR/CWCC now has a mainstream point of presence on the web. Amazingly enough, on this site there is no bias against Axis, no bias against Allied, no bias against a regional area, and no personal jabs or bias at another's expense. What we have is a website that presents the best from the IR/CWCC in an attractive package to the world.

"Sounds great but how can it help me?" Well, if you've (the funny 0 is what Wdbmaster uses for " or '. I have tried to change them, but could you change something next article? Editor) been sitting there in your region watching all the happenings within the web community and have said to yourself, "Boy, I really wish our group could have a website." that time has come as I'm opening up the server to the IR/CWCC. It may be hard to believe but it's true. I'm already in the process of hosting the NorthEast Dreadnought Flotilla (NEDF) and the Front Range Battle Group (FRBG) websites. For more information, point your browser to <http://ircwcc.com/links.html> and

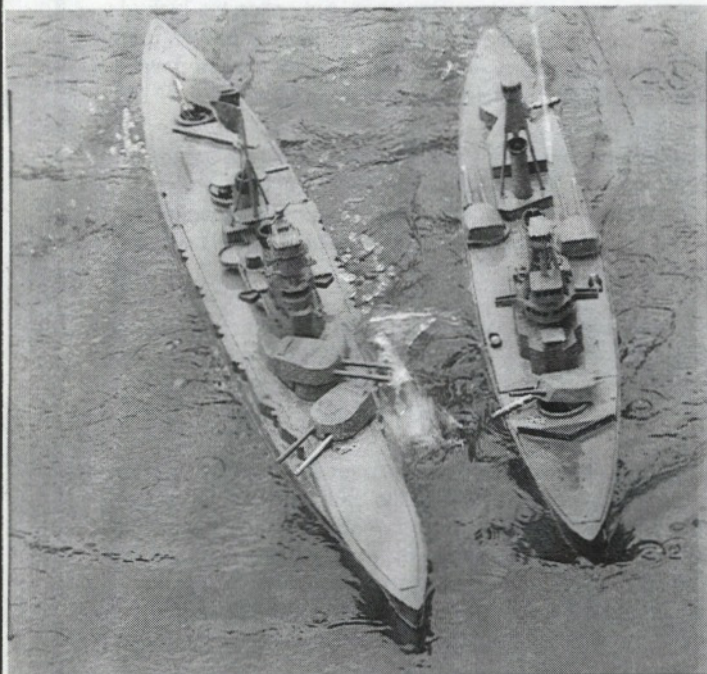
send some e-mail to me, Webmaster, and we'll get the ball rolling.

"But I've already got a site up." No problem. Odds are you have a limit as to the amount of material you can place on your ISP's (Internet Service Provider) server. Usually, webpages are allowed to be 5MB (megabytes) to 15MB in size before extra costs for additional space is required. If this is the case and you've always wanted to expand your site but have been unwilling to pay the high fees for more storage, you can now store your imagery on the IR/CWCC site. Why? Well, I've got this 4GB (gigabyte) drive that's almost empty just sitting there waiting for data. For those of you that don't know, that's 4,000MB or 4,000,000KB (kilobytes) or 4,000,000,000 bytes. That's a lot of space and I sure as heck can't fill it up! If you're interested in having some remote imagery hosted on the ircwcc.com server, connect to the site and send me some e-mail.

"What about speed?" The server is connected to a very underutilized T1 connection which, using modem parlance, would be equivalent to a 1.5Mb/sec modem. Speed should not be a problem. I can get real technical about the servers performance but I don't want to bore all of you to death. If you're really interested, send me some e-mail and I'll tell you what's under the hood.

So, if you're on the internet, drop on over to <http://ircwcc.com> and see what our new server looks like. When someone on the net asks you about the IR/CWCC, have them check out ircwcc.com. If they want local contact information, have them connect to <http://ircwcc.com/find.html> for a really handy map.

Jim Pates Invincible unloads a sidemount into Chris Au.



that were deemed even and playable.

The weather started clearing as the battle approached, and the hotel crowd came back just in time to make the start of battle. By some strange coincidence, Jay Edwards opted to sit this one out, as did Willard Adams and Rick Whitsell. This made the teams 45 units a side. At the last moment, Chris Pearce decided to switch over to the Red Fleet to "even things out" at 39-49 units, in favor of the Red Fleet!?!

Something was up. Jay sat under the tarp, figuring out "how the bear pelt would look on the den floor." He chortled as the teams took the water. He looked like the Grinch as he stood and shook his fist, yelling "Somebody shoot that %\$!& bear!"

Red and Blue fleets floated quietly, waiting...waiting. From across the pond, the CD yelled "BATTLE!" And it began. Gears ground, props pushed, servos whirled and BBs flew! It was war....

Now, from where I sat, a strange scene unfolded. The Blue Fleet unanimously acquired radio control problems and fled to the far edges of the pond, leaving the Konig to defend itself against the six Red Fleet ships. Jay voice echoed over the water, "Die Teddy!"

Wanted: Back issues of 'Hull Busters'

Issues that I need are as follows:

(Remember that I am using Fluegel's page numbers,

which at times do not represent any known numerical system.)

October 1986 - (pages 378 thru 389); May and/or June 1987 - (pages 438 thru 461);

April, June and August 1990 - (pages 686 thru 722); Feb, Apr & Jun 1991 - (pages 747 thru 781);

Oct & Dec 1991 - (pages 794 thru 819?); Feb, Apr, Jun & Aug 1992 - (820? Thru 874);

Feb and Apr 1994 - (pages 971 thru 994); Oct and Dec 1994 - (pages 1018 thru 1042);

Apr 1995 - (pages 1055 thru 1066); Aug and Oct 1995 - (pages 1078 thru 1102);

and Dec 1996 - (pages 1175 thru 1186).

Please send correspondence to:

Jeff or Kay Poindexter

422 E. Bonita

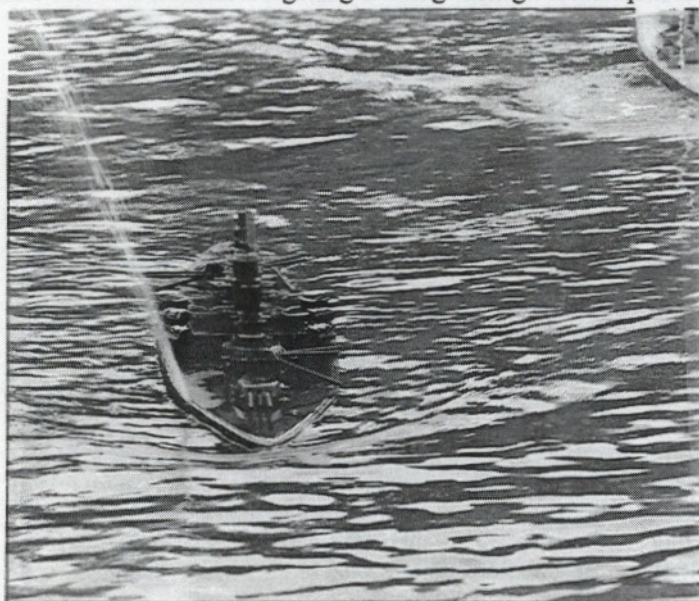
Amarillo, Texas 79108-5222

Or call 806-383-2336 or E-mail me at jeff.poindexter@owenscorning.com

(I do plan on attending the 1998 Nationals and maybe some regionals if everything works out.)

Steve Milholland please E-mail me. The E-mail addresses Fleug gave me for you are not working!

Chris Pearce's Tennessee fighting a losing damage control problem.



With Chris Pearce's Tennessee drilling one side of the Konig, and Bob Eakin's Queen Elizabeth peppering the other side, Tim Beckett was barely able to line up his triple stern guns on the Konig's bow. The feeding frenzy was vicious, and the panic-stricken Konig spun circles, shooting wildly in a vain effort to thwart the assault. Larry Dahl later said he would have shot at the Konig, but he "couldn't get past the five other guys to get off a shot!"

As the Konig rolled 80° to starboard, Curly calmly said, "Konig on Five!" Jay leapt from his chair. "Get the bear! Get the bear!" The Red Fleet closed in for the kill. BBs landed all about, closing in on me as the water level rose to meet me. Several shots singed my fur. I thought my number was up...

Curly waded out to the spot where the Konig (first sink for it in 10 years of service) lay riddled on the MO. mud. As he raised the remains of his ship, the first sight battlers saw was a proud, wet polar bear poking his head above the waves. Teddy survived! Jay was fuming. As Curly came on shore, the Blue Fleet suddenly "regained" control, and the Red/Blue battle began in earnest. It was now 49 units to 34 units, but many of the Red Fleet units had already been expended sending the WWI battle-

ship to the bottom.

That was the end of a one-sortie event. And the 4200 points of damage for the Konig (Red Fleet took 1900 points TOTAL) was going to take awhile to patch. I shook out my fur and kept a watchful eye on Jay, who muttered, "If you want something done right, you've got to do it yourself!" And he began loading BBs into his Italian killing machine.

The second battle began around 3:15, and it was great fun. Red and Blue Fleets vigorously exchanging damage. Konig was engaged relentlessly with Jim Pate's Invincible and Tim Beckett's North Carolina. The slow WWI ship couldn't out run the two ships, and an occasional third ship would mix in with the trio to add to the damage. When the smoke cleared...Bob Eakin and Randy Heuton were nestled on the bottom. Konig was pumping, but had survived a one-sortie dance with Pate and Beckett.

It was agreed that the two sunken ships could patch their below the waterline damage, and rejoin the fray in the second sortie. Both Fleet Admirals, Curly and Larry, were hurting....boasting a combined total of 46 below waterline hits and 165 above waterline hits. Both looked short-lived for the second sortie.

The second sortie came too soon, and the Konig made a series of quick turns that eventually rolled it over, sending the tub to the bottom just ahead of Larry's Tiger. I held my breath as the Konig, pursued by Pate and Beckett, dove down to periscope depth...and beyond. Second sink in 10 years—or in three sorties—depending on how you want to spin the story.

Jay was stomping furiously in the MO mud. "I need that pelt! My battleship for that pelt!" Again, I had survived the onslaught of the opponent's gunnery, and lived to tell the tale. However, the Konig had sustained damage to its rudder servo and to its watertight box, which wasn't watertight! The Konig would spend some time under the hair dryer that evening.

That evening was highlighted with a trip to Swampworks' headquarters, however, Curly and a few of the guys stayed at the hotels to work on ships. Curly got a wonderful surprise when he noticed that the full jar of red paint—used at the pond that afternoon—was placed into the large tackle/tool box with the cover barely screwed on.

MEN'S EXTRA BRAIN CELLS COME IN HANDY. By Dave Barry from Miami Herald

Can you believe it Stan, our stupid little hobby is noted in a national article as evidence of male superiority. I remember when it was very strong evidence for male stupidity! The Big Gun Club is sort of like our "first X wife", we really don't know each other.

Jeff recalls the origins of the hobby, On the 20th anniversary of the hobby. The forgotten founder. Jeff Poindexter..

It was a Saturday in, I believe 1959, when my mother, my brother, my two sisters and I took one of our weekly trips to the Lyric Theater here in Amarillo, Texas. We did not own a car so we always walked to the show. It was only about 9 city blocks or 3/4's of a mile from our house, so it wasn't that far away.

This Saturday we were going to see the movie "Sink the Bismarck". It was great, and as with any child of the late 50's and early 60's I wanted to copy what I had seen. So when I got home that Saturday, I got out my roll of butcher paper that used for my drawings, and designed my own battleship. It had three forward triple turrets and two rear triple turrets. The following week I must have dreamed everynight about big model ships firing projectiles at tiny little remote controlled model airplanes that would fire needle size projectiles back at the ships. Fast forward to the 1970's when Stan Watkins was telling Fleugel and me about his childhood exosuits with model sailing ships. He then came with this wild idea about firing BB's from model ships and shooting other people's model ships. Fleugel, who was and still is married to the oldest, of my younger sisters, and known to us all as Sunshine, and I agreed to help Stan with his magnificent obsession. Little did we know that we were to be more than targets in those early years as the hobby known as R/C Warship Combat was just getting started. I have been wanting to get back into the hobby ever since I was ripped from it, by the demands of three teenage daughters. These girls are all married now and two have children of their own.

Now that I don't have to pay the entry fee for the 1998 Nat's, this just might be the right time to get back in. I am already making plan to go to the 1998 Nationals in Maryland. I have started building the 5 1/2 unit, 26 second, battleship "Texas". It is taking quite awhile to get started again as most of what I have is outdated or outlawed. One example of this was when I started cutting out my new ribs with my hobby saw that I haven't used in about seven years. The second day of cutting, my saw blade came loose and the saw quit working. After taking the saw completely apart, and using WD-40 on all working parts. I put the saw back together and turned on the power and...nothing happened. After checking everything out again, it still would not work. After about another hour I saw a sticker on the arm of the saw that read, "The saw will not operate if the saw is not installed." Well, guess what, I don't have to buy another saw. So I plan to see you all in 1998. So Axis scum, that means you Fleugel, sink if you can.

God bless you all and keep your batteries charged.

Jeff Poindexter

All that's left of Chris' Tennessee.



Red Aero-Gloss Dope (3/4 of a jar) had leaked all over the tools, parts and supplies in the Konig's field box. The fumes from the dope filled the room, and glazed looks covered the faces of the whiff-happy battlers. It took nearly 2 hours to clean the box, and 4 hours to vent the room!

In the morning, the radio responded, but chattered quite a bit. The rudder servo didn't respond at all...hmmm. On the way to the waffle house, I could tell Curly was feeling sorry for himself, and angry at the Konig. I was afraid Curly was going to toss his

ship out of a moving car....visions of scrambled superstructure scattered across the pavement raced through my head.

And then, I actually saw scrambled superstructure scattered across the pavement! Bart Purvis was packing up the remains of his ship, which had fallen out of the back of his pick-up truck. Curly noted that Bart's Atlanta, renames the U.S.S. Roadkill, was the only RC-Warship that has its own AAA card. Bart was kind enough to pay for Curly and Larry's breakfast, in an effort to buy them off so THEY wouldn't retell the story...Please Feed The Bear! Bart was able to patch the road-rashed hull and replace a prop in time for the battle.

The Konig never did get back into service on Sunday, and Curly was replaced by Chris Pearce for admiral. Chris also sucked down a Curly-sized portion of damage in the first sortie, as did Jim "Missed me! Missed me!" Pate. Both captains emptied their pockets and removed their watches in preparation for the second sortie.

With a flurry of fire, the Mighty Tennessee pumped a healthy stream, but it wasn't going to be enough. As Chris' stern dipped under, all watched a valiant warrior go to the bottom. All except Pate, who was checking ram damage and missed it! Pate then sat, pumping a losing battle, as his Five Minutes ticked slowly away. He managed to survive the battle, but only because the opponents had no units left and the Red Fleet defended Jim with vigor!

All in attendance appeared to have a great time...except Jay, who kept grumbling, "All I wanted was the bear! Is that so much to ask?!"

Thanks to the honeymooning hosts for a great event. I look forward to reporting on the Spring Regionals, where my shiny white pelt will continue to taunt Jay and the gang!



**DAVE
BARRY**

**LIFE AND
RELATED TOPICS**

Last July, when a group of Danish researchers announced that men have an average of 4 billion more brain cells apiece than women, a lot of us guys

decided to celebrate this affirmation of our superior intelligence by spending a couple of months drinking beer and throwing furniture off the tops of buildings to see what happened to it.

But now we return to find that many women have been ridiculing the Danish discovery. These women have been saying that, OK, maybe males have more brain cells, but it doesn't matter, because males never use their brains to think about anything besides sex.

This is not true! Males are perfectly capable of thinking about

other topics, as is shown by the following conversation, which was recorded on a cockpit voice recorder just before a recent airplane crash:

Pilot: I'll tell you what, that flight attendant has a major pair of ... Whoa! Looks like engine No. 1 has stopped working!

Co-pilot: Whoa! So have engines No. 2, 3 and 4!

Pilot: Whoa! (Pause.) So, how about those 49ers?

Another thing I wish to point out is that when men appear to not be thinking, they often ARE thinking.

It's Membership Renewal Time!

by
Brian Eliassen
IR/CWCC Treasurer

Another year has come and gone which means memberships will expire on December 31st. Always on the lookout for new ways to improve the ease of becoming a member or in renewing your membership, we now have an automated, on-line, entry system available on the internet at <http://ircwcc.com/membership.html> so give it a try if you're on the net. If you aren't, you'll still have to copy and/or cut out the membership form below and fill it out. We do not have the capability to process credit cards and I doubt we ever will so either way you'll still have to send a check payable to Brian Eliassen, by US Mail to:

**Brian Eliassen
675 S. Arroyo Parkway #200
Pasadena, CA 91105**

IR/CWCC Membership is still only \$6.00. A subscription to HullBusters is an additional \$9.00 (\$15.00 international).

Rules packages will go out on the last day of each month through September 30th after which time new members will have the option of holding their memberships for the new year unless they are going to be participating in a regional in the late fall.

For those utilizing the on-line membership form you will receive your 1998 rules package at the end of the current month after I receive your check.

In an effort to gain a reliable and accurate database for the club archives, I've started compiling information as to the winners of awards at Nationals since 1985. Information on awards as well as how long you've been a member will be added to the captains quarters webpage which can be accessed on the internet at <http://ircwcc.com/quarters.html> by any web-browser. Information pertaining to what people perceive as their current frequencies will be forwarded to the as yet unnamed Vice-President to sort out any discrepancies.

If you wish to be a "Point of Contact" on the internet for your region, please write "Y" next to that question and you'll be contacted as to the information you would like to present to people looking for help. Internet connectivity is not necessary to be a "Point of Contact".

IR/CWCC 1998 Membership Form

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone Number: _____

Work Phone Number: _____

E-mail Address: _____

Willing to be a regional IR/CWCC Point of Contact? (Y/N) _____

Total (please check one):

Membership \$ 6.00

Membership & HullBusters \$15.00

Membership & HullBusters (int'l) \$21.00

Please make check payable to Brian Eliassen and mail to:

**Brian Eliassen
675 S. Arroyo Parkway #200
Pasadena, CA 91105**

If you would like HullBusters **only**, please send \$9.00 (\$15.00 international) payable & mail to:

D. W. Fluegel
917 Hudson Dr.
Garland, TX 75043

[Optional Items]

Primary Channel: _____ Secondary Channel: _____
Member since: _____

Nats Awards (since 1985): _____

but it's about some issue that women would not understand. For example, back in July there was a widely publicized incident in which an elderly couple set out from their home in Kenilworth, N.J., to drive to a doctor's office 2.8 miles away, with the man of course at the wheel. They were located more than 24 hours later, after having driven an estimated 800 miles through an estimated three states. We all know why this happened. According to the Associated Press story, the man "refused to ask directions during the entire trip."

Of course, you women are laughing about this. For years you have made fun of us men for refusing to ask directions. But did it ever occur to you that we have a REASON? Did it ever occur to you that, with our 4 billion extra brain cells, we might be thinking about something that YOU DON'T KNOW? That something is this: Under the Rules of Guy Conduct, if you're a guy driving a car, and you don't know how to get where you're going, and you pull over to ask another guy, and he DOES know, then he is legally entitled to TAKE YOUR WOMAN! Yes! He can just lean through the window and grab her! That's what the elderly Kenilworth, N.J., guy was trying to prevent, and YOU WOMEN LAUGHED AT HIM! I bet you feel silly now!

And here's something else to consider: When guys are not using their extra brain cells to protect their loved ones by refusing to ask

directions, they are thinking up important new ways to advance human society, such as Big Gun Radio-Controlled Warship Combat.

I am not making Big Gun Radio-Controlled Warship Combat up. This is a hobby wherein guys build large, elaborate models of World War II-era fighting ships — some of them 6 feet long — equipped with radio-controlled motors and CO₂-powered cannons that shoot ball bearings. The guys then go out to a pond somewhere to maneuver their ships around and try to sink their opponents' ships by shooting them; when ships are sunk, they're retrieved from the water, repaired and put back into action.

We are not talking about a casual pastime here. We are talking about an all-out, totally obsessive guy effort involving clubs, bylaws, an international sanctioning body and many pages of detailed rules and specifications. We are talking about model ships that can cost more than \$1,000. We are talking about guys spending entire weekends engaging in serious pond action, repeatedly sinking and re-floating their ships.

I'm sure many of you women out there are snickering at this. You're saying: "Why go to all that trouble? Why not just stay home and whack your model ship with a hammer?"

This is the problem with being a few billion brain cells short: You cannot grasp the essential significance of an activity such as Big Gun Radio-Controlled Warship Combat. I believe this significance was best

expressed by Al Boyer, the alert reader who told me about this activity, and who was able, thanks to his large, highly analytical male brain, to pinpoint precisely the quality that defines it: "C-O-O-L."

I spoke with Phil Sensibaugh, who belongs to the largest warship combat club in the world, which is located, as you might expect, in Albion, Ind., where Phil has a private pond. Phil told me that when you build a ship, you have to decide whether you want to be on the Allied side or the Axis side. He also said that, during battles, there's a lot of trash-talking between the two sides on the pond banks. For example, according to Phil, if a guy takes a shot at your ship, you might say, "Nice talking, you Axis dog!" Phil also said that he's had guys bring ships from as far away as California to fight on his pond.

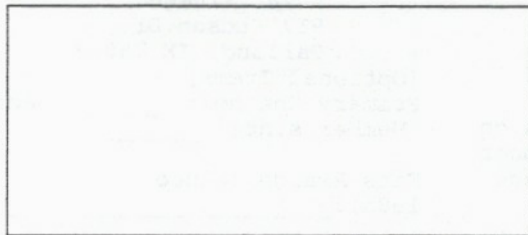
"A lot of people think this is totally insane," he noted.

Not me. I think high heels are insane; I think Big Gun Radio-Controlled Warship Combat is one of the most important advances in guy thinking since the potato gun. To find out more about it, you can check the Internet site at: <http://www.pacificnet.net/kehr/big-gun1.htm>. If you don't know how to get on the Internet, my advice is: Whatever you do, don't ask directions.

Dave Barry is a humor columnist for The Miami Herald. His column is distributed by Tribune Media Services.

Next dead line Jan 25th 98. Send in "Word" or RTF if possible. E-mail df1752@airmail.net. Thanks Lief for the color and Curry for the photos!

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