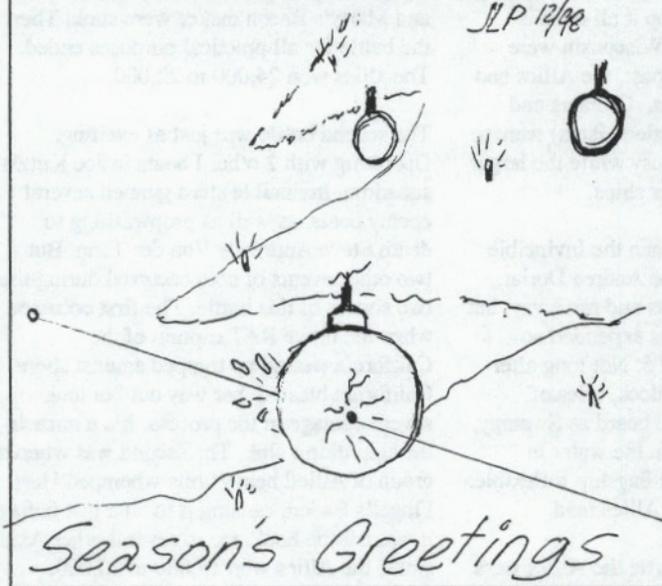


Hull Busters December 1998



From the Commander's Desk

Well, Christmas is just around the corner and all of the combatants should be back at work in the workshops developing their new Killer ship for the 1999 season. However, it might be good to take a little time and reflect upon the organization as a whole at this time of year. In many ways, the view is somewhat bleak. I think that the organization is fragmented, with various power groups edging away and trying to carve off what "power" they can find in the club. This behavior seems to affect every segment of the club from the membership to the management. The fact that there is no real "power" to be carved off does not seem to prevent the groups from grappling over the bones of the club.

"Tis the season of good will, they say, and as such would it not

be a good time to reflect upon our past associations with others and let us declare earnestly to do better in the future. When I joined this organization it was often said that you joined for the game and stayed because of the people. Now I often hear that people quit because of the people and conflicts within the organization are not worth putting up with.

I think that often we find what we most try to seek, and by looking for the worse in people we simply fulfill a self-fulfilling prophesy when we find it. In the coming year, let us try to give people a chance before condemning them, an opportunity to shine before heaping garbage on them.

Not everyone is going to look at this game the same way that you and I do (of course, WE are in agreement). Not everyone is going to agree with everything that you and I say, but that doesn't mean that they are automatically the anti-Christ, dedicated to the defeat of all good in the universe. However if discussion is not allowed, then all honest communication is cut off and the remaining fragments are left to spoil and fester in separate pools of hate and deceit. If you can not talk with those you disagree with, how can you ever hope to reach an understanding?

I have a rich and abiding faith in people and their good intentions. I hope that in the coming year, that lines of communications will be opened and properly used to bring the club back to the healthy organization which it once was and that the membership can again work together toward a common goal.

Okay, now on to business:

- 1) James Foster, who was voted in as CD for Nationals 1999, has had to give up the post due to personal reasons. After some discussion within the E-Board, it was decided that an announcement would be made in Hullbusters that the position was empty and all who wish to be considered for the position apply to a member of the Eboard. The member who is then chosen by the E-board will fill the position.
- 2) Bob Pottle, who was the original writer for the "Monitor" rule on this years ballot, complained that the rule had somehow been modified or changed between when he sent (posted) it and the ballot. He asked that the eboard correct it back to what he submitted. After a long discussion, the E-board voted not to modify the rule that was passed by the membership as requested. The reasoning was that a) In the past, other similar rule changes were forced through the entire rule process for correction b) The membership voted on the rule in its present configuration.

Marty Hayes

NATS from a RATS prospective

(Here is the RATS at NATS story; David "Propwash" Ricci is 12 years old and has one year of combat experience. He is a member in good standing of the RATS squadron).

The story of UBS (underground broadcasting system) news reporter Richard Rat.

Hello, this is Richard Rat. During the 20th NATS I was stationed as news reporter on the USS North Carolina, flagship of the RATS fleet under command of David Propwash Ricci. It was a gorious fight, and this is the story.

Day 1: I had to transfer myself the temporary flagship Invincible, due to the fact that North Carolina was having engine trouble. From the foretop in drydock I could see most of the Allied fleet. North Carolina

class battleships, the backbone of the Allied fleet were everywhere, as were several I boats. The battleships Revenge, Maryland, California (a RATS ship under command of Cameron Steel Cage Moury) and Texas were also present as were the cruisers Chicago and Phoenix, manned by Prototype RAT Kurt Lewis and George Lequee manned by Joe Messere. And to top it all off the battleships Missouri and Wisconsin were there. And, unlike years past, the Allies had a plan for this mighty fleet, Cruisers and small battleships (and battlecruisers) were to keep the Bacon Makers busy while the larger Allied ships sank the other ships.

As the battle began the Invincible immediately went after the Andrea Doria. The Doria took several hits and ran away, but all the ammo on board was expended so aptain. David Ricci called 5. Not long after the Invincible entered drydock, cries of Admiral in the water were heard as Swampy, the Allied admiral, went in the water to retrieve the sunken Allied flagship Inflexible. This apparently made the Allies mad.

In the second sortie the Allies were back with a vengeance. Although short of ammo from fending off a Bacon Maker, Invincible damaged the Andrea Doria and the Kongo, but once again had to call 5 because of lack of Ammunition. Once Invincible was out of harms way, I looked over towards the

main battle, where BB's continued to fly. Suddenly cries of man in the water were heard and the Bob Amend's Andrea Doria disappeared from view. As the Doria was being salvaged another cry of man in the water was heard as an I boat sank. The process continued until Steve Pavlovski's Nagato, Dave Lawrence's Kongo, 2 North Carolinas (one a ram sink) and Marty's Bacon maker were sunk. Then the battle for all practical purposes ended. The allies won 24,000 to 22,000.

The second battle was just as exciting. Operating with 2 other I boats in Joe Kutz's squadron, Invincible stern gunned several enemy boats, as well as propwashing to death Steve Andrew's Von der Tann. But two other events of note occurred during the two sorties of this battle. The first occurred when the brave RAT captain of the California wound up trapped against shore. California blasted her way out but took severe damage in the process. It's a miracle the ship didn't sink. The second was when a group of Allied heavy units whomped Herr Flugel's Baden, causing it to sink just before it was off the hook. Do to several other Axis sinks, the Allies won 15,000 to 20,000.

Day 2: After a last minute transfer to the North Carolina, I settled down in the fire control platform and observed the fleets preparing for the first battle of the day. Around me were Don Cole's Missouri and

OFFICIAL TREASURES REPORT

By the 98/99 season treasure D.W. Fluegel.

The By Laws say that a financial report should be published every December. This document is to comply with that requirement.

As of 10/8/98 I have received \$2846.80 and a list of members from the past treasurer, Brian Eliassen. 158 names and addresses were listed, presumably all members. Sense then I have received 5 new members, each included a check for \$15.00, \$9.00 for Hull Busters, which is transferred to the editor (me), and \$6.00 for the club. I have spent \$4.80 for postage. As of 11/24/98 **the club has \$2872.00!**

Commentary.

It seems that almost all of the expenses will come in the first few months of the year. I think that the club should not carry such a large balance. Perhaps some purchases for club members, or Nats use, and a lowering of club dues should be considered.? A balance of one thousand dolars at years end would be an ample operating fund. Perhaps we could consider some ideas that we could vote on at the post Nats meeating.

Jeffs pump modor artticle

This is an article about a type of motor that should not be used as a bilge pump. But first I am going to tell you where and how this bit of information was discovered. Fluegel took a photo of my pump for this article and I hope he puts it with the right story.

Tuesday, May 5th, 1998, at about 18:00 (6 PM) hours, armed sea trials were held in a small body of water in Mesquite, Texas known as Palo Verdes Lake. It was quite windy that evening in the Metroplex as the USS Texas was conducting 360 degree turn trials to see how much effect her newly installed geared rudder system had had on her turning 'times'...when out of my wandering eyes should appear but a sleigh and eight tiny reindeer...wait a minute, wrong story...it was Fluegel's Baden. The Texas was armed with only two of the Milholland cannons and I figured that would be enough to detour any Axis pig boats in the area. Little did I know that Fluegel had alternate plans when I was lured to the lake on a pretense of mutual peace and "hands across the water" technology help. As I was peacefully practicing my targeting skills the Baden went 'letter carrier' on the Texas. Superstructure pieces from this great states namesake was flying off in all directions. Fluegel's apology for this grievous act was "I guess my rear guns are aimed too high.." and then he gave me that 'Famous Fluegel Flown." In an effort to stop this very grievous insult of the peace, the Texas responded with a few rounds fired across the bow of

"Prospective" rookie I would like to give you some advice.

If you are a "prospective" rookie I would like to give you some advice. One rookie to another, this hobby has many different dimensions. Everything from building a fine ship, to sailing her, to battling her await you. There is also the aspect of making new lifelong friends. I just found this hobby on the internet in November of last year. Since then, I have built and battled my ship and I have found truly great friends. There were times early into building her that I felt she would never get done and there have been times battling her that I realized some of my rookie mistakes. There have also been those times when things were glorious! At a recent battle in Missouri, one more experienced captain thought that he would sink this green captain. He chased me around and felt the sting of my aft gun. In those few moments, as I heard the report of my gun and the sound of his balsa popping, I knew I had chosen the hobby

for me!

The people that are attracted to this hobby by and large have technical backgrounds. They like to test new and interesting theories. As a rookie, I have listened to the experts of our hobby. They have great ideas on how to improve your ship. The two most important things I would recommend are: 1. Find a veteran in this hobby near you and seek his/her advice. 2. Plan your time spent with your ship and always move forward. If you let it sit there a while, then it will never be finished. Just make a list of things to do and as you do them, mark them off of your list. This was advice given to me by a 10 year veteran and it works.

In parting, I would like to encourage all prospective rookies to take the next step and build that ship. If I can ever give you encouragement or advice please contact me at:
brayka@juno.com
Looking forward to seeing you at lakeside,
Kevin A. Bray
Captain- DKM Lutzow
Southwest Attack Group - Tulsa

NEW LOCAL CLUB ORGANIZED!

Great news for the cause of fun - a new club is being formed in Ontario under the auspices of GLAS(AU brothers) call Ontario Attack Force (OAF for short), I guess we will be having a lot of fun with that short form but at least an future axis captain brought the light to the GTA with the help of GLAS,NABS and many others whose Encouragement carried me through the Darkest Hours.

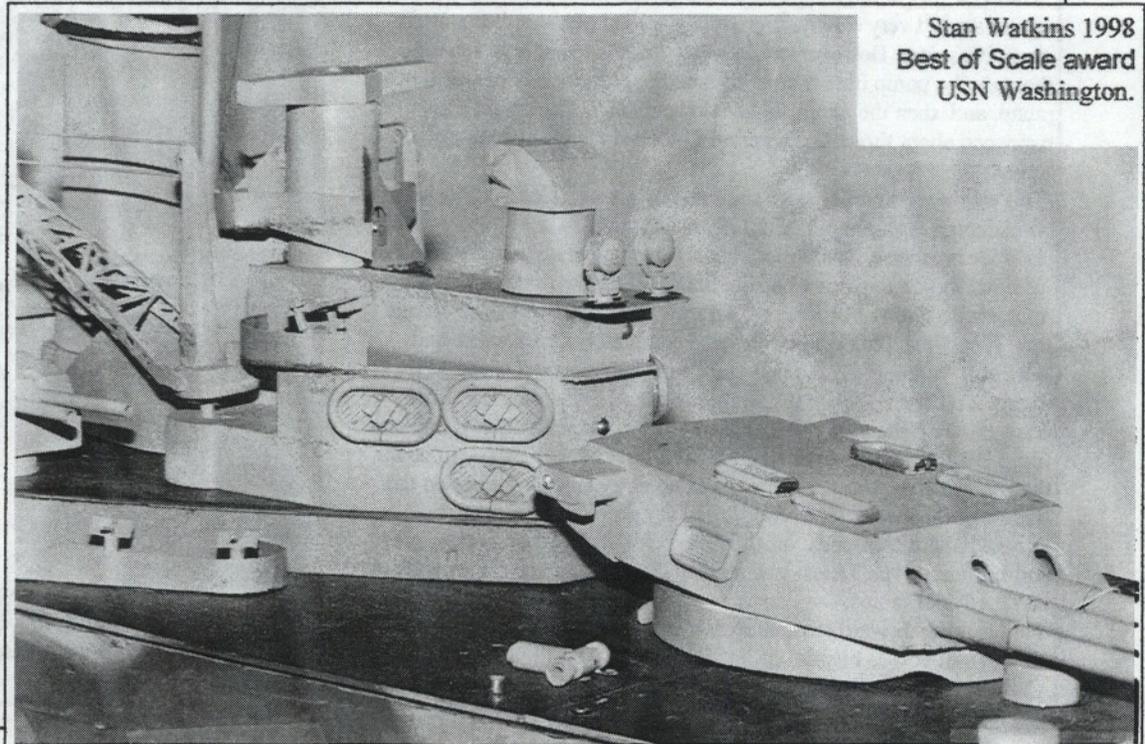
pass, the magazine hose blew off of one of the fittings. The force blew a lengthy hole in the Ardmore's hull. The hole was about an inch and a half above the water line and there was little wind that day so the waves were not threat. The Ardmore had no pump so there was a risk. Fluegel asked if Stan wanted to surrender. Stan said the Ardmore was still full of fight and wanted to continue. Shortly thereafter the MEN trainer connected with a tree and appeared to explode in the branches. There is some actual 8mm movie footage of the battle but the film ran out (about 3 minutes per reel, oh the good old days) before the crash occurred. Fluegel's demonstration proved what us old battleship admirals had known all along, the Billy Mitchell demonstration was a staged hoax. But Fluegel still wanted to try "Fluegelization" on the airplane idea so it would be up to Jeff Poindexter to be the opponent for the first R/C Warship Combat battle. CONT. PAGE 1529

Stan and some R.C combat history.

By Stan Watkins.

Although Stan's USS Ardmore was launched with first firing of an R/C Mini-BB gun on October 23, 1977, the first ship battle did not occur for month after that. You see Stan had no viable enemy. But take heart the hobby would be born and Fluegel would actually be fired on first. While Jeff Poindexter was completing his USS Missouri (1/160 scale) Fluegel was challenging the Amarillo First Fleet with his R/C Airplane (Yep Fluegel was the hobby's first airhead). Fluegel challenged Stan's USS Ardmore to an air/sea battle. This was the prelude to the annual Micro-mini-Nats that traditionally occur in Dallas over the Christmas holidays. Fluegel's MEN trainer flew over Stan's USS Ardmore (fictitious light cruiser). Stan's light

cruiser was equipped with a Mk I gun firing from her stack. Fluegel used his "pendulum bomb" hanging from a string. He attempted to drag the bomb across the path of the Ardmore hoping to snag it as with a grappling hook. As Stan fired at Fluegel's plane on one



Stan Watkins 1998
Best of Scale award
USN Washington.

Don Fisher's North Carolina, the other ships in the North Carolina's battle group. Immediately 4 RATS ships got involved. North Carolina, under the command of Captain. David Ricci tackled with Lief Goodson's Baden, dishing out considerable damage, then proceeding off to sink the Kongo. Camron Moury's California played sidemounts with several Axis ships. However Kurt Lewis's the Phoenix was lost, and after a heroic stand, Larry Ricci in the Invincible sank. I'm glad I was able to make it aboard the North Carolina. Axis casualties included the Andrea Doria, the Kongo and the Nagato. The net result is an Allied victory.

While fleet battle was well planned, campaign was an absolute disaster in Allied organization. Nobody knew what to do and the Allied convoys suffered as a result, not making as many convoy runs despite excellent escort. On a brighter note, despite critical damage, swampy survived. And the Axis convoy ship Bremen was sunk twice, but it made one successful run due to Allied organizational incompetence.

Excellent escort saved the allied escort carrier Liscombe Bay from sinking on multiple occasions. As for RATS, North Carolina made a heroic stand at the Allied targets, keeping a Musashi at bay till reinforcements arrived, but Adm. David Ricci called 5 when all ammunition was expended. Camron Moury in California was also in action, knocking out two targets before calling 5. However, the Allies lost anyway.

Day 3: This was a day of individual skirmishes between ships. I was on the North Carolina on two of these occasions. The first one was the RATS fleet vs. Frank Pittelli, which we lost despite the heroics of our David propwashed the Bacon maker without mercy. However it was not enough.

The second occasion when the North Carolina went into combat I missed, thankfully, because the North Carolina sank due to pump failure, but I was glad I made the third engagement, when, with only a little help from a little sorcer, North Carolina defeated a Musashi. That's shows the

power of triple sterns.

As for the other RATS, the California challenged Steve Andrews and nearly won. Both Kurt Lewis and Joe Messare were in action during night battle.

The rest of the week went uneventfully, as the issue was no longer in doubt. The Allies had won. Don Fisher summed it up best in these words, 'everyone thought RATS would be the margin of defeat but they were in fact the margin of victory'.

The Axis own Oklahoma and Texas!

This Spring, Fluegel and Scott B sank Bobs Washington in an Axis won event in Oklahoma.

This summer Fluegel, Paul B, and Kevin B sank sky Rucker in an Axis won event.

This fall, Fluegel sank Jeff in an Axis victory event.

Kevin was right, a proud swastika hangs over the map of Texas and Oklahoma!

this 'Pit Bull' of the waterways. The Texas had very weak guns as the BBs that did hit the Baden only bounced off the harden hull of this waterdog. This went on again during a second sortie and only ended when the bilge pump in the Texas quit working. The Texas was pulled from certain sinking when there was less than 1" of free board showing.

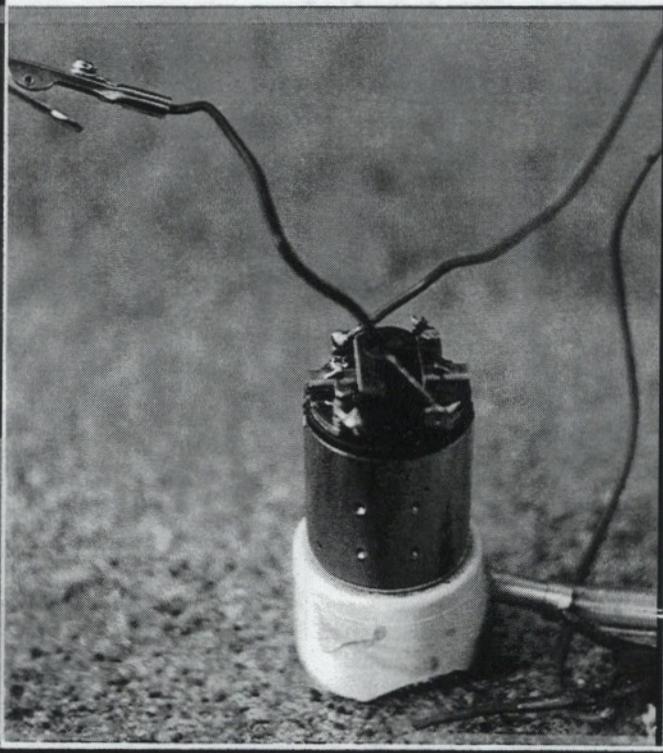
As Fluegel was spouting the superior glory of the fatherland we both witness a very strange sight,....not the Baden....,but the pump of the Texas started very slowly. It gradually gained rpm's until it started pumping water. However, when water from the vent hole started through the pump base it sprayed onto the exterior brushes of the pump, and then the pump slowed down and stopped again. This happened about three times before I blocked the water with my finger.

This motor worked fine until the brushes got wet. Back at Fluegel's workshop it was pumping fine. If you are going to use a pump with exterior brushes it would probably behoove you to keep it dry when in use, which you might not be able to do. I have not done tests with a motor with internal brushes on a pump. My 20 year old 'Yah Mings' that propel the Texas, however were completely under water and were still running! By the way the Texas had received about 24 above, 2 on and 3 below the waterline hits. I found only one little crack on the Baden that was about 1" below the waterline. It did look like a BB had hit the inside and did not have enough power to go all the way through. However there was no entry hole anywhere on the Baden, but I claimed it anyway. Also my geared rudder system had knocked about 5 seconds off the Texas' 360 degree turn both to port and starboard. The Texas was turning the 360 at about 12 seconds in about a 7 foot radius.

I am looking forward to running across the Baden again, because the Texas' ram bow is bigger.

Capt. Jeff

Note the replaceable brushes on the top, sounds like a good idea, but it is not.



Mike (Axis War Correspondent) Boyles

Nats '98

Whenever I told people that I was thinking about coming to Nats, I always got negative comments, such as, "It's definitely not a spectator sport," and, "If you aren't battling, it gets real boring really quickly." Although it got slow at times, it was still interesting to me as I watched.

Throughout the week I worked as kind of a personal assistant/apprentice to Herr Fluegel. That got real interesting. I got to patch holes, retrieve and de-moss ships, and learn the basics of battling.

On Tuesday I got to Hagerstown after all of the battles (because of a little rental car incident) and spent my time going around the hotel meeting all the people there were to meet. I also went to the Swampwork's product meeting. He sure is coming out with some good new products.

The first battle I saw (besides the one on ones) was Night Battle, which can only be described as chaos. It was cool to walk around and learn the different light patterns so I could tell whose ships were which. Herr Fluegel had six bright bulbs arranged in three clusters around number three turret. We tried to launch as far as possible away from everyone else, as not to be seen. About halfway through the battle the Allies found the Baden though. He didn't take much damage except the little from Stan Watkins' U.S.S. Washington, which just about ram-sunk the Baden when it passed within, I would guess, a half-inch from the Baden's stern at full speed. But even though he had little damage, he was taking on large amounts of water. After I timed Herr Fluegel's five minutes, I moved to the left of the bush that was at the shore and watched the action on that side. At that time unknowing what the Bacon Maker was, one of the Allied captains conned me into yelling "Bacon Maker aground!" which seemed to accomplish nothing (at least to me) but caused quite a commotion among the Allies. I am not sure but I think Steve Milholland's ship (I don't know the name) was the only ship to sink.

After Night Battle, I spent most of my time in Herr Fluegel's room with him and Stan Watkins and Jeff Poindexter. It was then we found the mysterious 2x1 inch hole in the Baden's port side which was letting in the huge amounts of water.

The next day, Thursday, I rode with Herr Fluegel out to the State Park and helped him set up. After I helped him set up, I went around the tents to see which ships the captains I had met were running, because it is a little hard to see them during night battle. During Fleet Battle, I followed the Baden again and timed other people's five minutes for Herr Fluegel.

That day was also Campaign Battle, which was interesting, but still a little unclear to me (as far as rules go). When the Axis strategy was discussed, Herr Fluegel commissioned me to go to the other shore across the lake to de-moss the convoy ships on their route. I ended up coming back, mainly due to the Bremen not being able to run, which I wish it had. Next, I helped Leif patch one of the Axis convoy ships to get it back on the water for another run, and I timed Tom Tanner's thirty seconds and his five minutes, as he ran one of the Axis convoy ships. He missed getting in before the hour was up by about ten seconds because of moss. As far as I could

tell, Robert Rucker's U.S.S. Chicago was the only warship to be sunk legally. I say this because Kirk was ram-sunk.

On Friday, I also rode with Herr Fluegel to the lake and helped him set up. During the Fleet Battle, I spent most of my time watching Herr Fluegel and Jeff Poindexter go one on one on the other side of the lake. In the end, they both got mossed and ran out of ammo and timed their five together in peace.

After Fleet Battle, the one on ones were great, especially the battle between Herr Fluegel and Leif. The cage of death was my favorite, which was Steve Andrews, Bob Pottle, and another (later on Leif joined in to) in an all out, every-man-for-himself, death match inside a PVC pipe rectangle. I believe Steve Andrews was the only one to sink. That night I went to the rules meeting and with that, Nats '98 was at an end.

Being at Nats has encouraged me more than ever to begin on my ship (the Admiral Hipper). I now have a radio and the gun system. I am still waiting on the hull and plans, but once I have

Mike holds Axis High Command Spirit Award.



those it shouldn't be long before I can get started and finish it. I am pretty sure I will be at Nats in '99, and I hope it will be in Houston.

Mike (Axis War Correspondent) Boyles
mikeboyles@juno.com

NAMBA MEMBERSHIP APPLICATION

This form MUST be used to apply for NAMBA International Membership.

Enclosed is \$ _____ to enroll _____ members listed below under the Modeler's Insurance Plan.

PLEASE NOTE: Print all names and addresses clearly. In the event of an accident, this form becomes a legal form. Please do not use it for personal notations. Where any doubt of spelling of the name and address occurs, the form will be returned to the maker, and membership held up. Please keep in mind that the member is not insured until the request and the fee for insurance have been properly filed with an authorized NAMBA official, and the insurance card issued.

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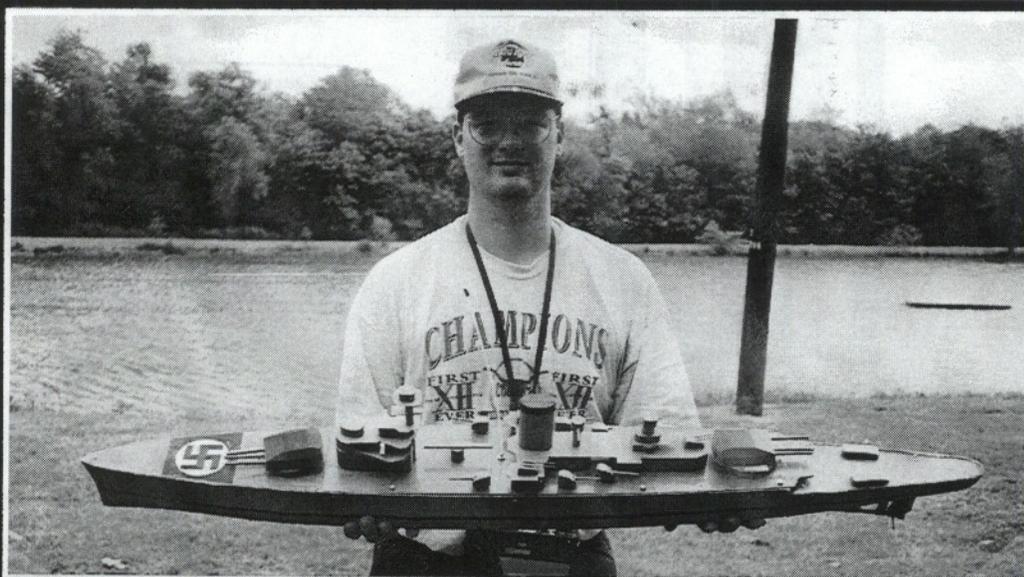
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ROOKIE OF THE ISSUE

Paul Block is a Houston Texas resident. His mentor has been Wade Koehn, and his ship is the Lutzow. She is a very good looking ship, rockie or not. Welcome aboard!



MODEL WARSHIP COMBAT, INC.

Dear R/C Warship Combat Enthusiast,

A new R/C warship combat club has been launched!!! MODEL WARSHIP COMBAT, Inc. will offer several weekend regional battles during 1999 with Springtime events already scheduled for April 10-11, in Baxley, GA., and for May 15-16, in Springfield, MO. Other weekend battle dates and locations will be announced later in Hullbusters. Our first National Championship is scheduled for July 26-30, in Oklahoma City, OK. Participation in these club sanctioned events requires membership in NAMBA, our liability insurance provider, and in MODEL WARSHIP COMBAT, Inc.

In this new club, both on and off the water, we plan to maximize fun and fellowship by providing an environment that emphasizes and enforces sportsmanship and gentlemanly behavior.

Model Warship Combat, Inc. will :

- Use IR/CWCC construction and ship list
- Use IR/CWCC battling rules
- Support Hullbusters with subscriptions, battle reports, construction articles....
- Publish a club newsletter (Task Group 144) addressing club specific business issues.

A MODEL WARSHIP COMBAT, Inc. application form is enclosed for your convenience. So why are you waiting? In addition to your membership in other clubs, mail the completed application, along with the appropriate fees, and join ours as well. Then get ready for a FUN FILLED and HASSLE FREE battle season.

See you on the water.

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Editors note. Contributing authors ARE Hull Busters! No authors, no Hull Busters. Thanks to all the authors. BUT, space is limited. Giant Logos and forms that take a page limits space for other articles. If you have a PC, and a modem, e-mail it and let me work with its fit.

Optional Survey
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 I intend to join
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Membership Application Form

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 before Jan. 1st of
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Statement of Accountability: I understand that the MWC has been formed for the purpose of sponsoring a forum for the hobby of Radio Controlled Model Warship Combat within a gentlemanly and sportsmanlike atmosphere. If, in the judgement of the MWC Board of Directors I fail to uphold these principles, I may be subject to disciplinary action up to and including being dismissed from the membership of the MWC. I agree that, should my application for membership be accepted, my behaviour at club events and in all public forums is subject to review by the MWC Board of Directors. Your signature below indicates that you've read and understand the Statement of Accountability.

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_____	Date: _____

(All members listed above must sign. A parent or guardian must sign for minors.)

Primary Membership.....\$ 15.00
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27	Christopher	Decker	17 Brett's Farm Rd	Norfolk	MA	02056		
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56	Cameron	Hunt	2611 Stratford Dr.	Greensboro	NC	27408	336-288-8154	
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58	Dale	Ikuta	822 N.6th St.	San Jose	CA	95112		ikuta@hooked.net
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61	Clyde	Jones	5525 E Bails Dr.	Denver	CO	80222		
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63	Kelly	Kaufman	P.O. Box Custer	S.	DK	57730		
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Cont form page 1522 Jeff continued to prepare the Missouri and Stan armed the USS Arizona with MkII guns (surface type). In an attempt to get more participants a demonstration was arranged for the local wargaming (board game) club. Surely dynamic model wargaming would lure away some of the static token guys. So, on March 18, 1978 Stan's Arizona was on shore with the gun pointed at the USS Ardmore which was stationary offshore. As Stan worked the lever on the transmitter of his old F&M Matador "Reed" type radio control unit, the MkII barked repeatedly and small black spots (holes) could be seen "magically" appearing in the 1/32 hull skin of the USS Ardmore. The Wargamers were impressed and several were heard to comment about wanting to get into the game. But this was not a battle, only a staged demonstration. One surprise faced Stan as he waded out and retrieved the stricken combatant. The Ardmore seemed much heavier than normal. The reason for this became apparent as Stan observed water running out of a BB hole that was about 1/2 inch "below" the waterline. This had not been observed during the demonstration. Stan knew now that a ship could sink another one with the new R/C operated mini-BB gun.

Gun progress continued and Jeff fitted out the Missouri with a new MkIII while

Stan chose the even newer MkIV for his Arizona. On March 30, 1978 they would finally go to war! As they met they repeatedly hit each other but only dents were scored. That is why that battle is not called the first battle. Then on April 20, 1978 they met again. Stan had been writing hobby "Progress Reports" notes in 6 inch by 3 1/2 inch "Memo Book"s since January 21, 1978 to preserve the history for posterity (you're welcome !). The entries are as follows "April 20, 1978 Thursday.

1. Had short Naval Battle Arizona versus Missouri. After repeated early problems with a new magazine line in Arizona, Managed to achieve first wartime hull penetration. Missouri hull was pierced in one place and dented in two more places. Southwestern Fleet thereby claimed the Lake dominance, since the USS Arizona had damaged the missouri's hull. Admiral Poindexter claimed that possession of the lake was contested based on the large number of problems that the Arizona had encountered.

- Problems were:
1. Ship sailed without radio receiver turned on.
 2. Magazine exploded at o ring valve.\par
 3. Magazine exploded at base of gun mount.
 4. Pressure vessel was not properly filled.

5. Pressure leaked by the BB's in gun barrel. But in the end it was the trouble plagued Arizona that inflicted the first ever hull penetration during actual combat. The Missouri took on some water from this penetration.

It appears that the Southwestern fleet has become somewhat over confident because of passed problems that have always plagued the Southcentral fleet. The Arizona several times sailed broadside of the Missouri not fearing the Missouri's flawlessly firing guns. Missouri's gunnery was poor. Arizona's very limited gunnery was not bad." But the Missouri was to be retired. On April 22, 1978 Jeff launched his new USS Texas.

Then and now.

April 1998, Jeff Poindexter has once again launched a new USS Texas. Stan has launched a new USS Washington. Those ships are nearly the reverse of the oponents of April 20, 1978. Perhaps Stan and Jeff will have to battle a one-on-one at the 1998 Nats to commemorate the first battle. Hope you enjoyed this little trip Back to the Past.

Let's Battle in the 20th year !!!

Stan Watkins, Proud Founding Father of R/C Warship Combat !!!

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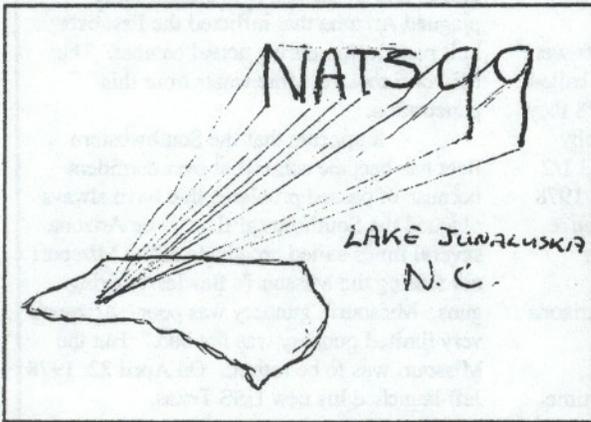
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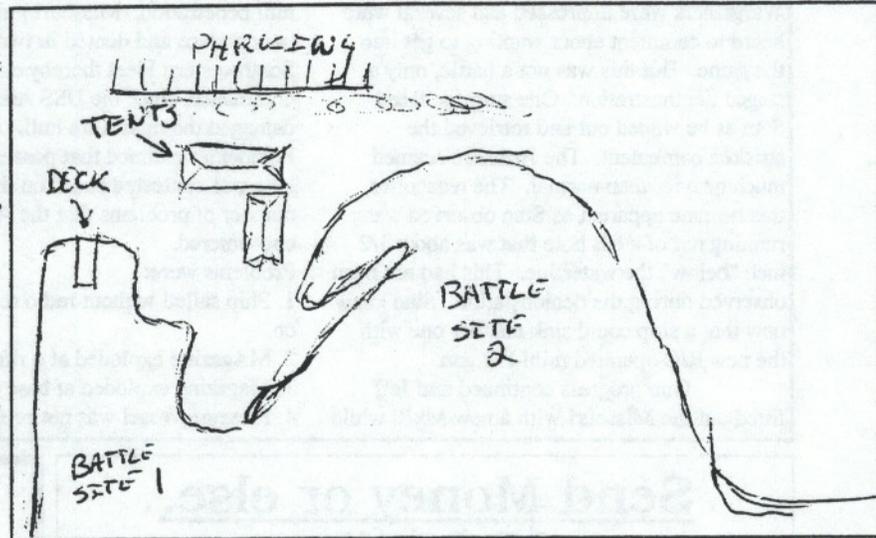
Nationals 1999

By Captain Mike Torda



The 1999 Nationals are being held at the Lake Junaluska Conference Center in the heart of the Blue Ridge Mountains. The area of the lake that we are able to use is twice the size of the lake in Maryland. The battling area is divided up into two major parts as seen in the picture below. There is a large shade tree right in the major area that we will use for battling and a number of smaller ones around the lake. They have drained the lake for some repair work over the winter and I have gotten a good look at the bottom. Near the shore is a zone of rocks used for erosion control out past 3-4 feet there is nothing on the bottom! No tripping over submerged hazards this year! The lake has no algae or moss during the summer due to the yearly draining of the lake.

The hotel rooms that are reserved for our group are located in Sunnyside lodge which is about 100 yards or less from the lake site. The Rates are as follows. Single \$26.00 Double \$16.00 Triple \$13.00. Per person, per night. This rate is much less than we have paid in previous years. However the rooms are a cross between normal hotel rooms and dormitory style rooms. They have a double bed and a set of bunk beds. If you require TV, AC, and telephone in your room they have other facilities on site that run from \$26 to \$32 double occupancy. All of the hotels at Lake Junaluska are within in 3/4 of a mile of the battling site. They also have a Campground on the property which is \$8.00 per night for tents and \$14.00 per night for full hookup. If a group of captains wish they can rent one of the many private rental homes for the week, a number of these home can sleep up to 12 people and are also very close to the battling site. For reservations and further Inf. please call 1-800-222-4930 The name of our group in the computer is the Ir/cwcc.



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