

"Breaking News"

The Allies are demanding a full and accurate count for the last three seasons!



12-2-2000 Gell Hand etc

This issue ends 19 full years of Hull Busters excellence!

the master is not smooth or correct that those features will be reflected in you molded parts.

As a rookie moldee I started simple or so I thought with a main turret for the IJN Kirishmia.

I made the turret out of balsa really nice and smooth- painted it to supposedly seal the balsa from sticking and breaking when it was being removed from the mold (How wrong I was to find out).

I mounted the master on a 1/8 piece of Plexiglas and made a wooden frame about 1/2 to 3/4" away from the master turret (another mistake - make sure that the sides are individual pieces) put Duck tape around it after coating the master, Plexiglas base and inside of the wood frame with automotive wax.

I then mixed RTV (silicon) 3112 with Catalyst Slow in a ratio of 10:1 making

frame off on one piece it was extremely difficult (lesson learned make the sides easy to pull apart!), next shock when I pull the RTV mold off the master and base part of the master came to - balsa even painted is still too soft!!!

The only consolation was that the mold was reasonably good for the first attempt (see Andy Ray's excellent article on Oct. 1998 Hull Busters for better info). See picture.

To make my first mold I put two coats of automotive wax on the inside of the mold and the top.

For the material for making the mold I used fiberglass matt, marine gelcoat resin and hardener. Also note that you should use a respirator and goggles to pur, mix and put the fiberglass into the mold as the mixture does smell very bad, do outside. See picture.

I cut the matt so that the pieces would fit in the bottom of the mold an along the sides, making enough to two layers of matt to be fitted in the mold.

Using protective equipment I poured and mixed the gelcoat resin and hardener according to instruction into a disposable foil pie plate then soaked the matt and applied it to the mold bottom and the sides (2 layers thick), letting it harden overnight If you mix the resin and hardener correctly you should have a good piece come out the mold-it should only require a light sand if you are lucky and then cut the cutouts for the cannon and dummy barrel and have a finished product that is good enough to withstand a bb hit without cracking and looks realistic on your ship-as well as the satisfaction of making something.

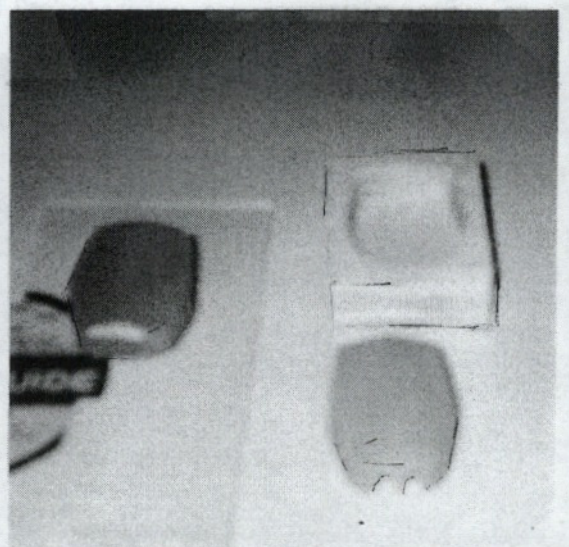
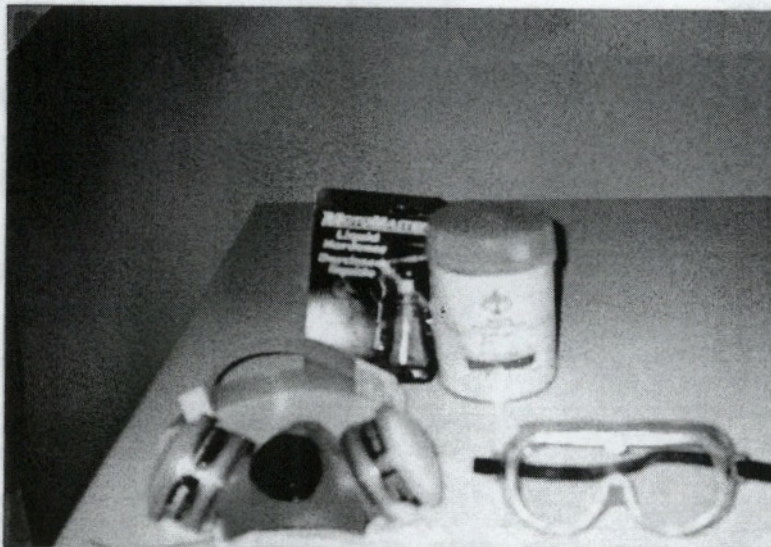
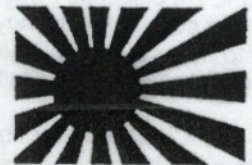
How to avoid making a not so good mold.

By Toshi (pronounced Dan McGuffin)

The most important thing to remember when you are going to make a mold is that if

sure it is thoroughly mixed and carefully poured it into the mold structure - letting it sit for 24 hours as using Slow Catalyst it takes a little longer to set up but smoother mold should result.

To my dismay when I tried to take the wood



Thoughts from MWC Rookie of the Year

Well, I did it. I built Yamato, got her on the water, and discovered there are worse things than sinking. The next step is to come up with an automated patching machine.

Since I was tagged as MWC Rookie of the Year, I was asked by Fluegel to express some of my thoughts. I was running short on ideas, so I asked Fluegel if he had some suggestions. His response was:

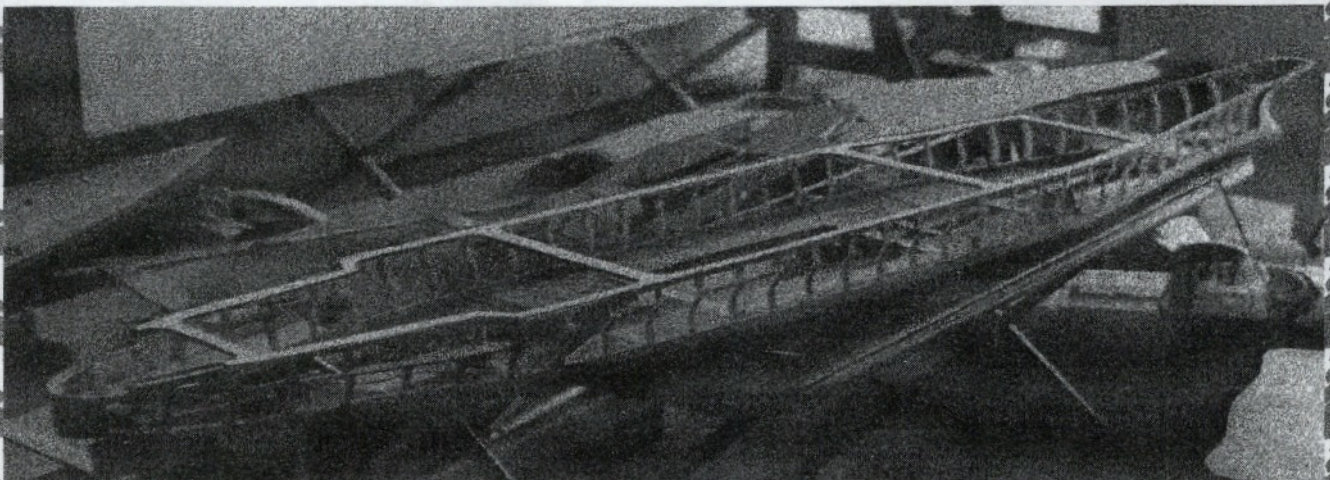
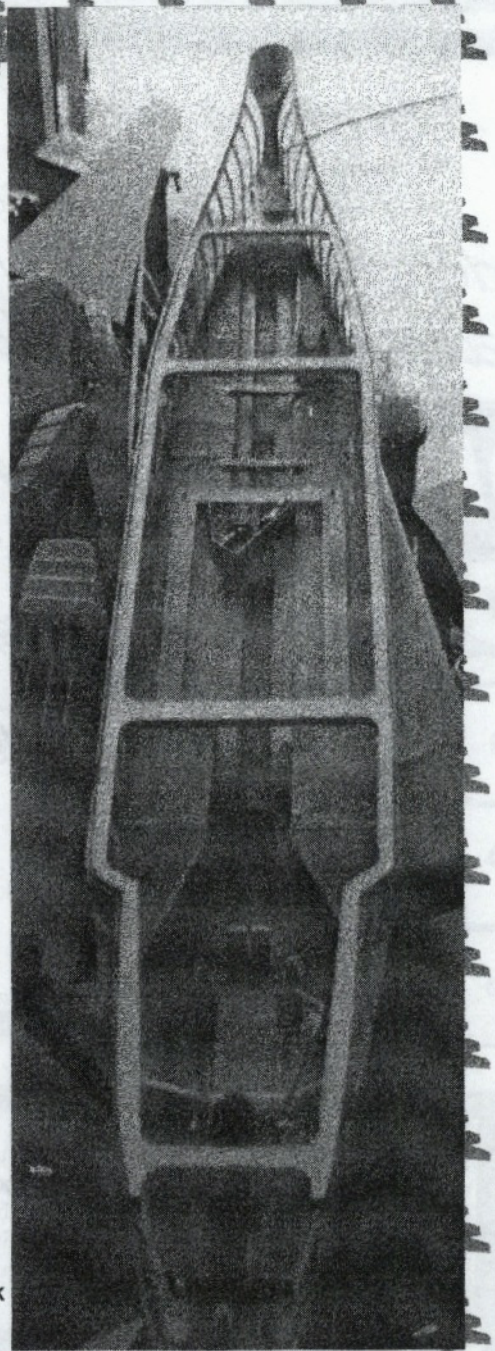
"The idea could be 'I Told You So', or 'I Should Have Listened' or 'Just What I Thought It Would Be' or 'Nats: How I Took More Damage Than

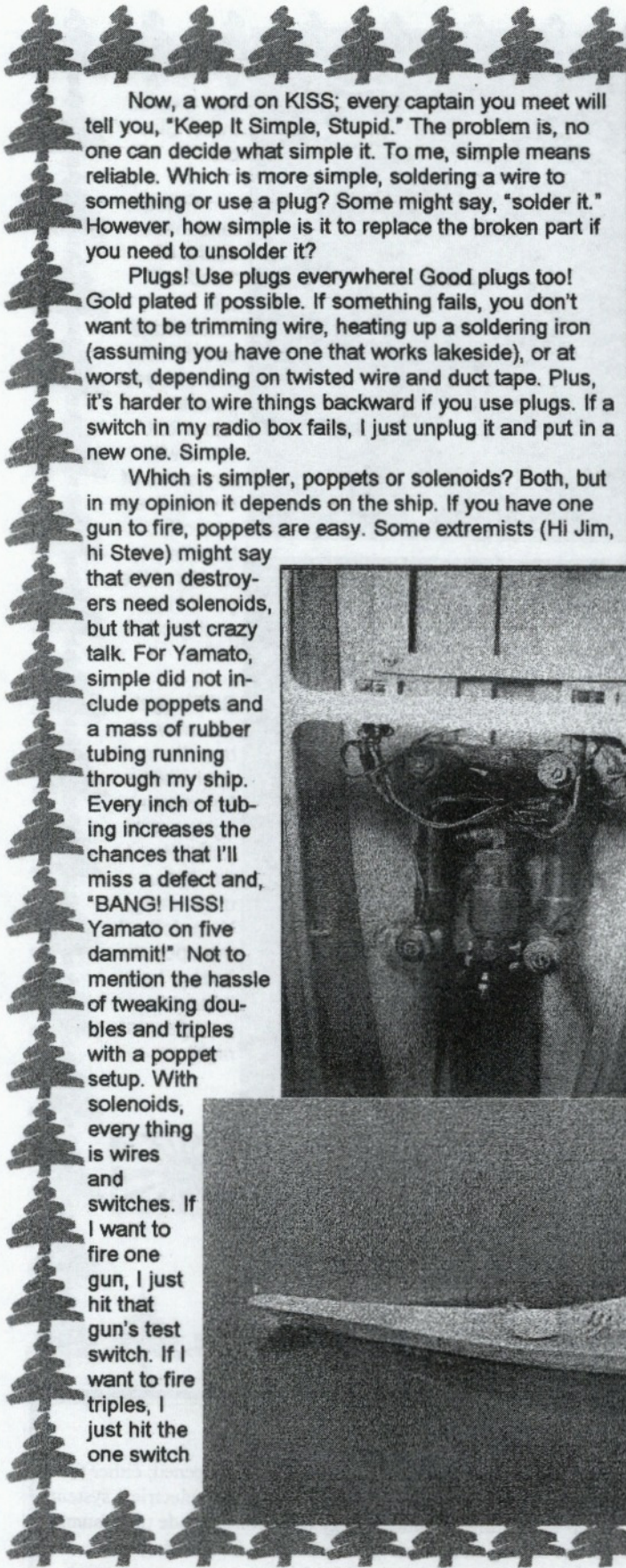
Third Would Countries, and Lived'. fluegel"

I thought about these, but none seemed to capture my feelings over the last year. Sure, I patched more after the first battle of Nats than most captains do all year, but it was a labor of love. Mostly, I'm pleased I was able to build and battle Yamato in a manner that people didn't automatically think it (or I) sucked. Besides Fluegel, you did tell me to build what liked.

Building Yamato instilled some confidence in me. I tackled the second most difficult project a Rookie can take on, building a reliable 8 unit ship, and succeeded. When I went to Nats, my goal was to make every sortie. I not only did, but I never sank and at times was an asset to my fleet. I'm proud of my abilities to find the best people to acquire technology from (thanks guys) and to apply it. I'm also glad I was able to curb some of my tendency to be on the bleeding edge of technology. Now I have the confidence to build a Japanese fleet to rival even Dirty Dave's. The Colony Imperial Shipyard motto is "a ship for every battle." I can't wait to see what I can do with a Destroyer.

Some said I'd never finish my behemoth, others that I'd be nothing but a big target. To the former I say, "THppppThhh!" To the latter I say, "God, I'm sick of patching. Could you go easy with the triples? Thanks."

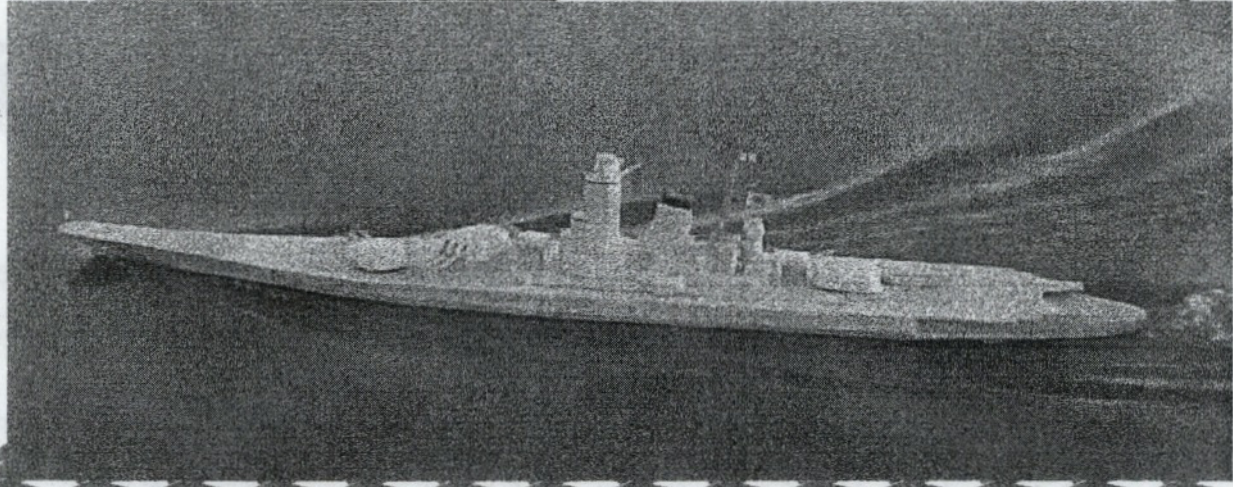
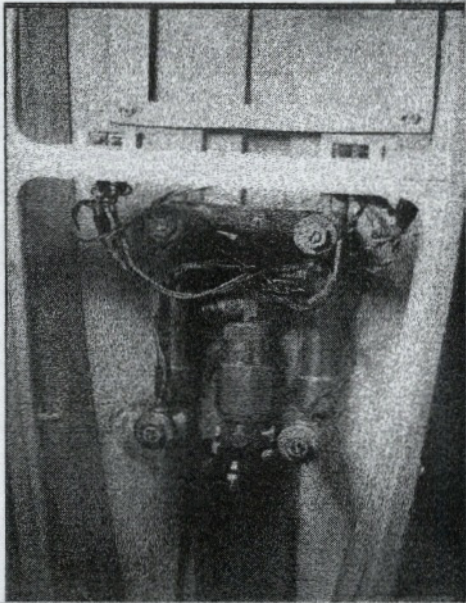




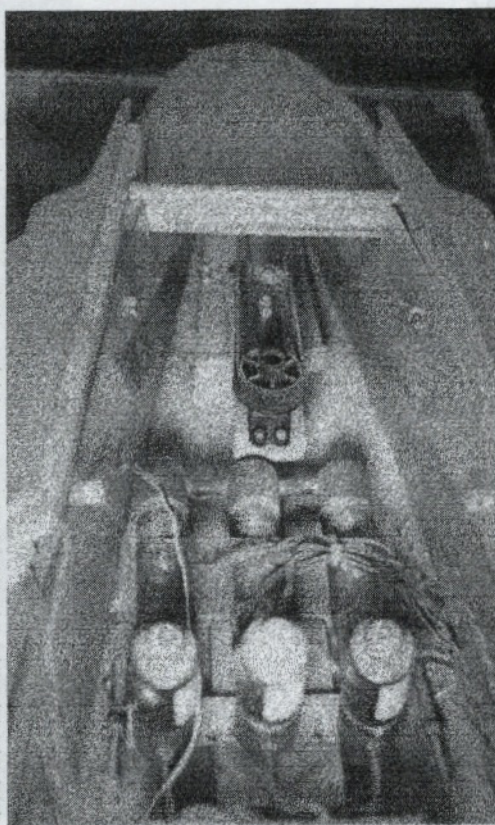
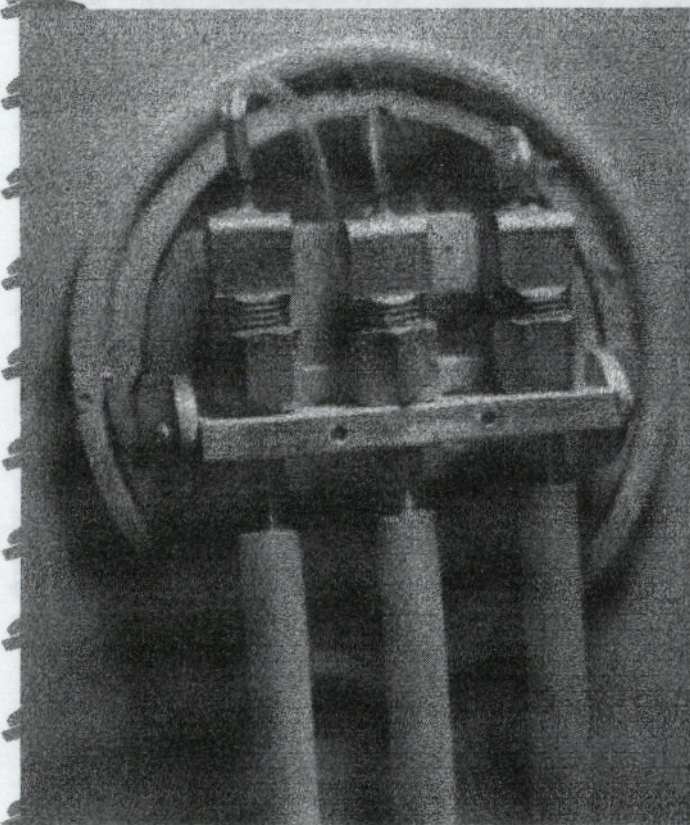
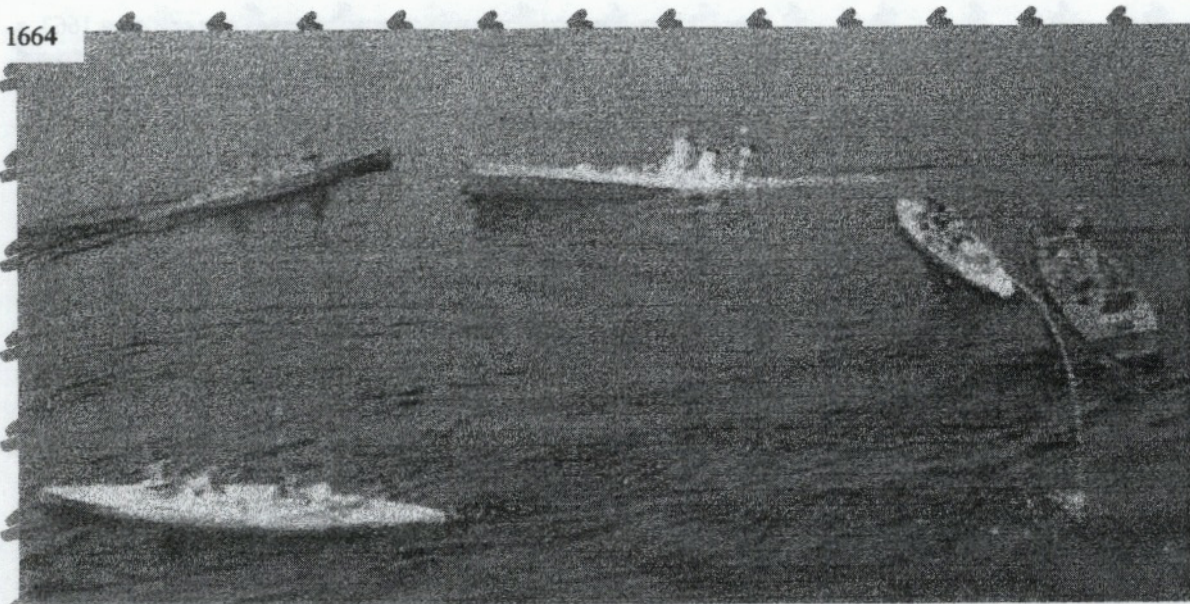
Now, a word on KISS; every captain you meet will tell you, "Keep It Simple, Stupid." The problem is, no one can decide what simple it. To me, simple means reliable. Which is more simple, soldering a wire to something or use a plug? Some might say, "solder it." However, how simple is it to replace the broken part if you need to unsolder it?

Plugs! Use plugs everywhere! Good plugs too! Gold plated if possible. If something fails, you don't want to be trimming wire, heating up a soldering iron (assuming you have one that works lakeside), or at worst, depending on twisted wire and duct tape. Plus, it's harder to wire things backward if you use plugs. If a switch in my radio box fails, I just unplug it and put in a new one. Simple.

Which is simpler, poppets or solenoids? Both, but in my opinion it depends on the ship. If you have one gun to fire, poppets are easy. Some extremists (Hi Jim, hi Steve) might say that even destroyers need solenoids, but that just crazy talk. For Yamato, simple did not include poppets and a mass of rubber tubing running through my ship. Every inch of tubing increases the chances that I'll miss a defect and, "BANG! HISS! Yamato on five dammit!" Not to mention the hassle of tweaking doubles and triples with a poppet setup. With solenoids, every thing is wires and switches. If I want to fire one gun, I just hit that gun's test switch. If I want to fire triples, I just hit the one switch



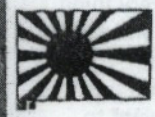
Notice.....
The Central Texas Squadron of the Texas Naval Brigade will hold its first meeting on December 16 from 10:30 - 13:00 hrs. Monthly meetings will continue on the third Saturday of every month. For more information contact Patrick Clarke at patrickc@tca.net or 979-774-7226



that fires all three. Simple.

Please, take these tidbits of "wisdom" and "knowledge" and do with them as you please. I know that some will say some of my ideas are way off, but hey! I'm rookie of the year! How wrong can I be?

So Fluegel, you now bear the responsibility for encouraging me to build what I want, thus unleashing Yamato and me upon the hobby. I sure hope you can sleep at night.



Rookie Drive System

By Patrick Clarke

Our newly completed Cruiser was steaming full speed chasing the ever-menacing ducks around the local Park Lake and after a little more than 15 minutes our once mighty Allied Cruiser was slowing down. The ducks were gaining confidence and it was time for our Allied Cruiser to return to friendly waters and find out why the speed

of our ship was so short lived.

There was basically two reasons this could have happened; either the battery was not charged properly or something in the electrical system of the ship was taking too much energy or current. I made the assumption that the battery charge was good and started measuring how much current the pump and each of the drive motors was consuming. The pump was as expected, but I found that each of the drive motors was consuming a little over 3.5 amps just to spin the props with the



The Battle of Oviedo December 9, 2000

Tim Blackman
The Eleventh Naval Combat Fleet
Palm Beach Gardens, FL.

The weather conditions were excellent as the Bismark, Von der Tann and Admiral Scheer patrolled against the Chicago, Houston, Missouri and Sheffield.

The sides were pretty even as the Axis had 14 units versus the Allies' 17. A qualitative advantage belonged to the Axis as only the the big Mo' had sidemounts. In fact, all three allied cruisers were equipped with the less effective bow/stern setups.

The first battle began in the morning. All ships mixed it up without anyone being sent to the bottom. During the second sortie, the Bismark developed pump problems and was sunk. The rejoicing from the allies was short lived as the Chicago and the Sheffield were also sunk.

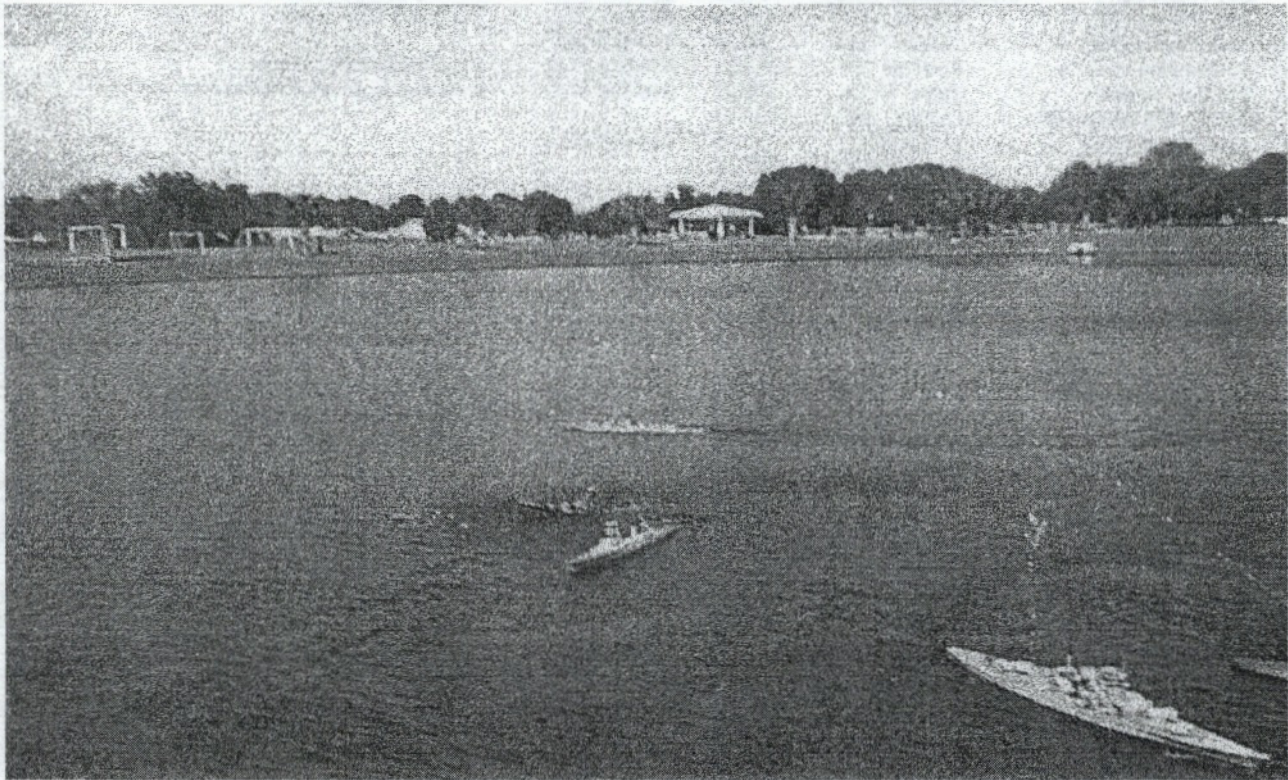
During the second battle, the Sheffield and the Chicago 1665 were sunk while the Houston narrowly avoided sinking. Houston anxiously waited for its "5 minutes" to elapse while being chased by the Von Der Tann. Its 5 minutes ran as its Captain touched it and recovered it just before it sank. The axis suffered no losses although their ships suffered bb holes on all three ships.

The second sortie produced no sinks.

During the last battle, the Houston was chased near the shore line by the Bismark and Von der Tann. Both Axis ships had the angle on the Cruiser which was slowed down by its water logged condition. The sound track to "JAWS" was audible to the captain of the Houston. As the axis pulled along side and peppered her port side, the Houston was suddenly sunk when both Axis battleships made a sudden turn away from the Houston. This took the water right out from under her, causing her to sink in her damaged condition.

Over all it was an Axis victory. The allies will do better when some battleships enter the fray. This is the battle as I recollect it. It is being reported from my perspective.

Lieutenant JG Bernie Romero



model on the workbench. WOW ! Are these the same motors that only consumed 0.6 amps before being connected to the dog bone drive system?

The problem ended up being that I had taken the term stuffing tube literally. I had packed each of the stuffing tubes with as much Lithium grease as each would hold and this was causing too much drag and therefore prematurely draining the battery. I removed most (75%) of the grease from the stuffing tubes and the current dropped from 3.5

amps per motor down to 2.0 amps. Currently I am using a hybrid grease consisting of Lithium grease, WD-40, and 3-1 oil. This has further reduced the current draw from 2.0 amps to 1.6 amps per motor.

The hidden jewel in all of this is that I developed a baseline for Drive System performance. I can quickly check the current draw of each motor connected to the drive system and verify if all is well or if system maintenance is due.

	FIRST	LAST	STREET	CITY	STATE	ZIP	PHONE	E-MAIL
Steve	Andrews	106	Severn Ave	Severna Pk	MD	21146	410-544-1490	Spedracr2@AOL.com
Pual	Broring	4411	Dresden St.	Kensington	MD	20895	301-530-4455	Pbroring@aol.com
Chris	Decker	28	Deer Run Rd.	Bellingham	MA	02019	508-883-3281	cdecker@ptc.com
Orrill	Ferguson	248	Stadium Cr.	Inwood	WV	25428	304-229-5373	lutzow@hotmail.com
Robert	Finney	106	Maclaughlin St.	Camillus	NY	13031	315-672-8231	Finster52@aol.com
Don	Fisher	P.O. Box 38		Wrentham	MA	02093	508-384-6328	dFisher@Norfolk-County.com
Tony	Gamaly	95	East 10th. St, Apt #1	New York	NY	10003		
Christopher	Gamaly	61	Oliver St. Apt 2V	Brooklyn	NY	11209	718-836-2649	chris19@earthlink.net
Glenn	Goetzing	P.O. Box 18177		Baltimore	Md	21222	410-687-2317	Armco@home.com
Paul	Harrington	4	Polo Cir.	Cranston	RI	02921		
Matrin	Hayes	1113	Crestview Dr.	Annapolis	MD	21401	301-757-5593	
Richard	King	157	Canal	Stanford	FL	32773	407-322-7750	Rick.M.King@LMCO.Com
Joseph	Kutz	22214	Honeycomb Cir.	Leander	TX	78641	512-259-5351	Joe@Kutz.com
David	Lewis	10407	Balsamwood Dr.	Laurel	MD	20708	301-776-2329	thelewisfamily@erols.com
Phill	Lowe	35631	39th Ave S	Auburn	WA	98001	253-838-6286	phill@eskimo.com
Dan	McGuffin	88	Banting Cres	Brampton	ONT	l6y 2k9	905-451-7065	jappyd@idirect.com
Steven	Milholland	1810	Farm Rd. 197	North Springfield	MO	65802	417-831-2309	
Matt	Moury	130	Smith ave.	Annapolis	MD	21401	410-263-7640	moury@cwixmail.com
The	Pav	1737	Leslie Rd.	Baltimore	MD	21222	410-285-5239	
David	Ricci	3	Athenry Ct. - Apt. 203	Timonium	MD	21093	410-453-6636	
Dave	Schnurbusch Sr	27602	Holmes Rd	St Mary	MO	63673		
Edward	Shepherd	38	Puritan Rd.	Swampscott	MA	01907	781-581-9107	Shepherd7777@aol.com
Wayne	Stevenson	6134	Twin Oak Dr.	Greendale	WI	53129	414-421-5743	rerasq1
Dave	Strout	20224	Grazing way	Montgomery Village	MD	20886		dstrout@Ccam.net
Tom	Tanner	1121	Pemberton Ln	Lothian	MD	20711	410 741 1535	constellation@juno.com
Cecil	Taylor	601	West Alton	Independence	MO	64055	816-461-9110	CecTay@mail.swbell.net
David	Tuttle	195	Old Post Rd.	Tolland	CT	06084	860-875-3950	DaggerDTT@aol.com
David	Vogtman	2616	Linwood Rd.	Balto	MD	21234	410-426-0342	
Stan	Watkins	1042	Loveell View Dr.	Knoxville	TN	37932	423-675-7747	RCWCFather@juno.com
Joe	Wooten	415	S 55 W ave.	Tulsa	OK	74127	918-592-0749	www.swkriegsmarine.rapfire.com
Nathan	Blatau	320	Frank Morelnad Pl.	Lothian	MD	20711		
Lief	Goodson	4309	Forest Hill Dr.	Lakeland	FL	33813	941-646-8114	
Bryan	Finster	5436	Baker Dr.	The Colony	TX	75056		
Chris	Stoesen	580	Ashford Cove Dr.	Lilburn	GA	30047		
Noel	Cook	132	Berkeley Rd	Albany	GA	31707		
David	Asman	1445	Brett Pl # 321	San Diego	CA	90732	310-548-4905	
Lorin	Bennett	16925	Juanita Ave.	Ft. Myers	FL	33908		
Kevin	Bray	12724	E. 89th Str. N	Owasso	OK	74055	918-272-0313	BRAYKA@juno.com
Ted	Brogden	1703	Quail Valley	Iowa Park	TX	76367	940-592-5066	tedbrogden@aol.com
Tom	Brown	201	Cardinal St	Harrison	AR	72601	870-741-3570	Tbrown@oztech.com
Donny	Ciccimaro	2018	Robinson Ave.	San Diego	CA	92104	619-295-7331	cicciar@nosc.mil
Patrick	Clarke	3225	Red Robin Loop	Bryan	TX	77802	409-774-7226	Patrickc@tca.net
James	Cory III	751	Childers Rd.	Smithville	GA	31787	912-846-6653	Tucker-and-Assoc@mindspring.com
Marc	Erickson	P.O. Box 548		Hill City	SD	57745		marctrog@aol.com
James	Ewers	103	S. Elwood	Tulsa	OK	74103	918-584-0827	
Bryan	Fenster	5064	Roberts	The Colony	TX	75056		
Patrick	Hanslits	5062	Timber Ridge trl.	Clarkston	MI	48346	248-623-7633	
James	Hovis	2295	Hwy J	Fredericktown	MO	63645	573-783-8381	Jhovis@mines.missouri.org
Ron	Hurbul	360	Andover Blvd. NE	Blaine	MN	55304	612-434-9657	spron@isd.net
Kirk	Irby	612	N. 13th Suite A	Artesia	NM	88210		lki@artesia.net
Keith	Johnson	1249	Palisades Dr.	Lewisville	TX	75067		
Clyde	Jones	5525	E. Bails DR.	Denver	CO	80222	756-8466	
Wade	Koehn	2301	Edenborn Apt 1009	Metairie	LA	70001	504-828-0370	wwkoehn@juno.com
Scott	Lide	5414	Coronado Dr.	Garland	TX	75043		
Edward	Noble	7133	Claybeck Dr.	Huber Heights	OH	45424	937-235-1061	
Jeff	Poindexter	422	East Bonita Ave.	Amarillo	TX	79108	806-383-2336	
Steve	Reichenback	PO Box 22803		Fort Worth	TX	76122	214-879-5851	
Jay	Robinson	2360	Rand Ave	Dayton	OH	45439		
Mark	Roe	1115	Shenadoah	Clawson	MI	48017		
William	Stubbings	315	Danconia Dr.	Trail	OR	97541		
David	Rouda jr.	145	Shannon Rd.	Renfrew	PA	16058		
Jay	Russ	216	Round Up Lane	Mountain Home	AR	72653	870-425-7412	edwards-5@centulytel.htl
Kevin	Sleas	15130	Lindsay RD. SE.	Yelm	WA	98597		
Rick	Whitell	9820	N. Highland Ter.	Kansas City	MO	64155	816-734-4757	pinate@planetKC.com
Larry	Dahl	1486	Oakdale Ave	West St. Paul	MN	55118		
Ronald	Thibault	2103	North Ridge Rd.	North Augusta	SC	29481	803-279-3196	tedbrogden@aol.com
Patrick	Blaine	5661	SE Byron	Milwaukie	OR	97267	503- 653-1918	CMDR_B@HOTMAIL.COM
Timothy	Wolfe	22	Dorthland Drive	WestMckees Rocks	PA	15136		
John	Barrett	2613	Wheeler St. N	Roseville	MN	55113	612-639-8329	
Bernie	Romeno	4604	S.E. Pom pano tr	Sturart	FL	34997		
David	Vogtman	2616	Linwood Rd.	Baltimore	Md	21234		
Michael	Aono	P.O. Box 90131		Indusstry	CA	91715		
Charley	Stephens	1917	Bolado Pkwy	Cape Coral	FL	33990		
James	Craft Jr.	99	Old Hwy E.	Bethpage	TN	37022	615-841-3854	

The (75) subscribers are annually listed in the Dec Hull Busters so you can see who may be around you. Any new neighbors?



Steve and Traci's Excellent Adventure

by Steve Reichenbach

After many days and nights of working on my ships on the kitchen table, I grew to really appreciate my wife. Traci and I decided the very best thing we could think to do was to hop into the car, and go on a trip... without the kids! The fall 2000 Baxley BB Bash was the perfect excuse for a great getaway!

We left Fort Worth on Thursday morning, with hotel reservations in Tuscaloosa, Alabama. Instead of driving till we dropped, we took it slow, stopped at some fun places along the way, and ended up at the LaQuanta Inn in Tuscaloosa. The rooms were great, and after a nice dinner, I took my brand new destroyer out for its first ever experience in water.

The z-boat was great, as it zipped around the pool. Because the deck was not sealed yet, I even got to practice running the pump a bit. The water shot 12 feet into the air at one point, and Traci said "wow, that thing is amazing". I was giddy, and couldn't wait to show off my new toy with my Georgia friends.

The next morning, Traci and I toured the Tuscaloosa Mercedes M-Series manufacturing facility. They have got a great visitor center that is easily visible from the interstate. After walking around an impressive museum, we visited the gift shop, and then enjoyed a 90 minute tour of the body shop, paint shop, and assembly line.

Another 8 hours of driving, including 2 hours in Atlanta Friday night traffic, we finally arrived in Baxley. We went to McDonald's for dinner, where the manager laughed at us for taking a vacation to such an exotic location!

At the hotel room we were soon joined by Paul "Doc" Broring and Noel & Daniel Cook. I decided to stay up late working on the rudders. Sure do wish Kevin Bray was there... seems like we always stay up the night before battle working on ships!

The next morning I was amazed to find that the Cooks had come prepared with everything you could ever need, and more. Their very large trailer was equipped with every kind of nicety, in-

cluding umbrellas for shade, ice chests for ice and for drinks, a propane coffee pot, a huge US Army tool box, and all kinds of tables, tools, and German ships!

During the morning battle I got to try out my new ship, and my new face shield. I came to a couple of truths:

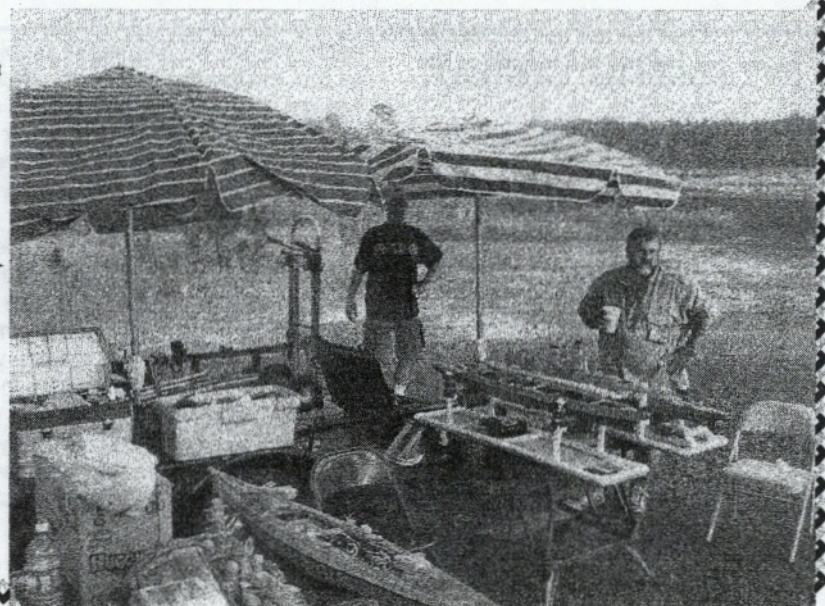
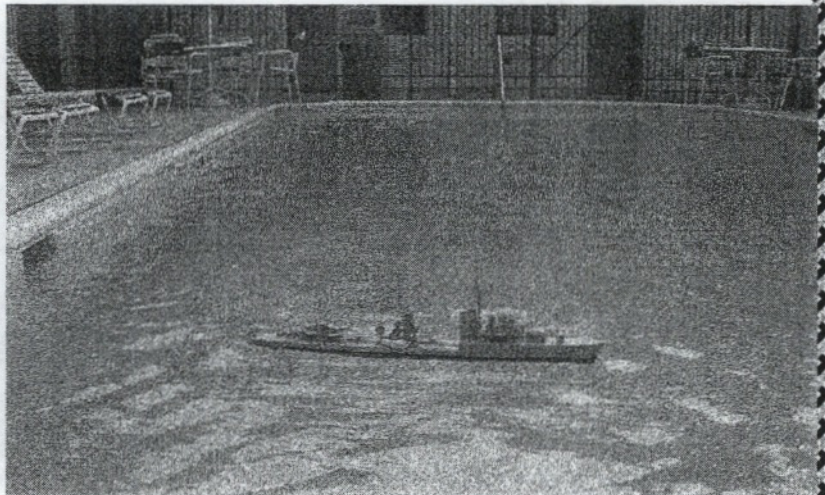
- 1) Always tweak your gun BEFORE the battle
- 2) Always wear safety glasses UNDER your face shield

I was amazed after only a few minutes of face-shield use, that I kept playing with the adjustment, angling the shield up. I was grateful to have the protection during battle, but before and after the battle the face shield was a bit impractical and annoying.

I did find that my ship was the safest ship on the water. My single gun was easy to keep track of, and was aimed 6 inches from the stern. I never had a problem with bounces or ricochets. Anyone that worries about safety should think about promoting stern gun ships! Maybe we should have some kind of license that is required before any ole rookie is allowed to battle a ship with side-mounts?

Traci was a champ, going into town for the lunchtime order. Most everyone ate something from the local Burger King. The highlight of my day was the afternoon,

when my z-boat finally got within range of Bart's USS Atlanta, firing several rounds into her side. Other ships joined in the chase, and soon Bart's ship





south of the interstate is BB60, the USS Alabama. This is one of the popular South Dakota class battleships, probably the only 6 unit ship that can out-turn my destroyer! The park is in terrible disrepair, with the sub almost ruined by neglect.

About another hour west is Pascagola, Mississippi, where we drove by the Ingalls shipbuilding center, where the USS Cole was built. There were several Aegeis Ticonderoga and Arleigh Burke class vessels there.

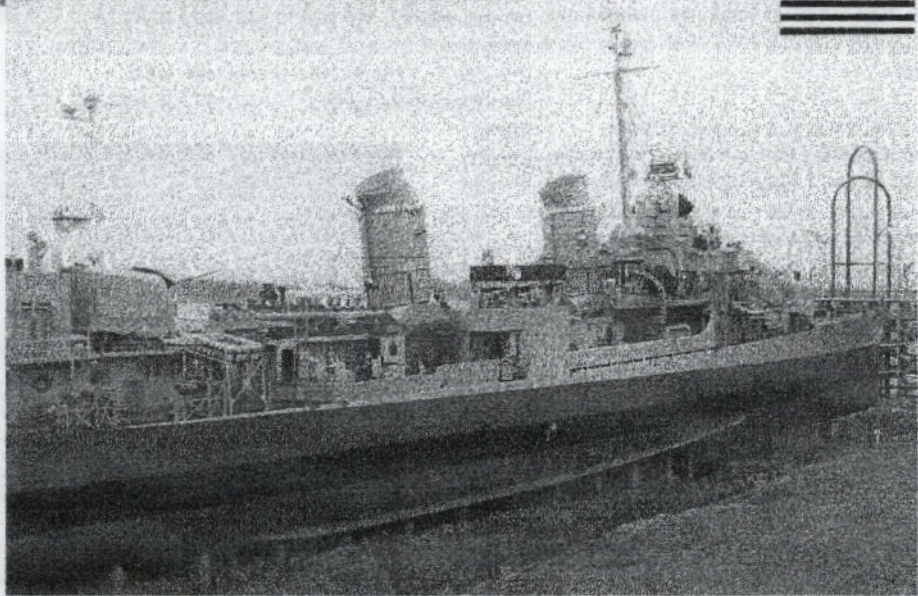
Finally, after a long day's drive, we ended up in Baton Rouge. It was raining, the sun was setting, and time to rest.



was bow-up, then under the water. Unfortunately, there were many more axis sinks that day.

As is their custom, Bart led the whole group past the Nuclear Power Plant, down the river to an amazing steak place. Everyone had a huge slab of beef, fries, salad, and either tea or water. While waiting, Bart regaled me with stories of the local area, and even showed me a nuclear powered fish hanging on the wall!

On the trip back, Traci and I went south, ending up in Florida somehow. After casting a few dozen absentee ballots in Tallahassee, we headed West on I-10, arriving in the afternoon in Mobile, Alabama. Just



The Island called: "Rookiedom"

By Kevin Bray

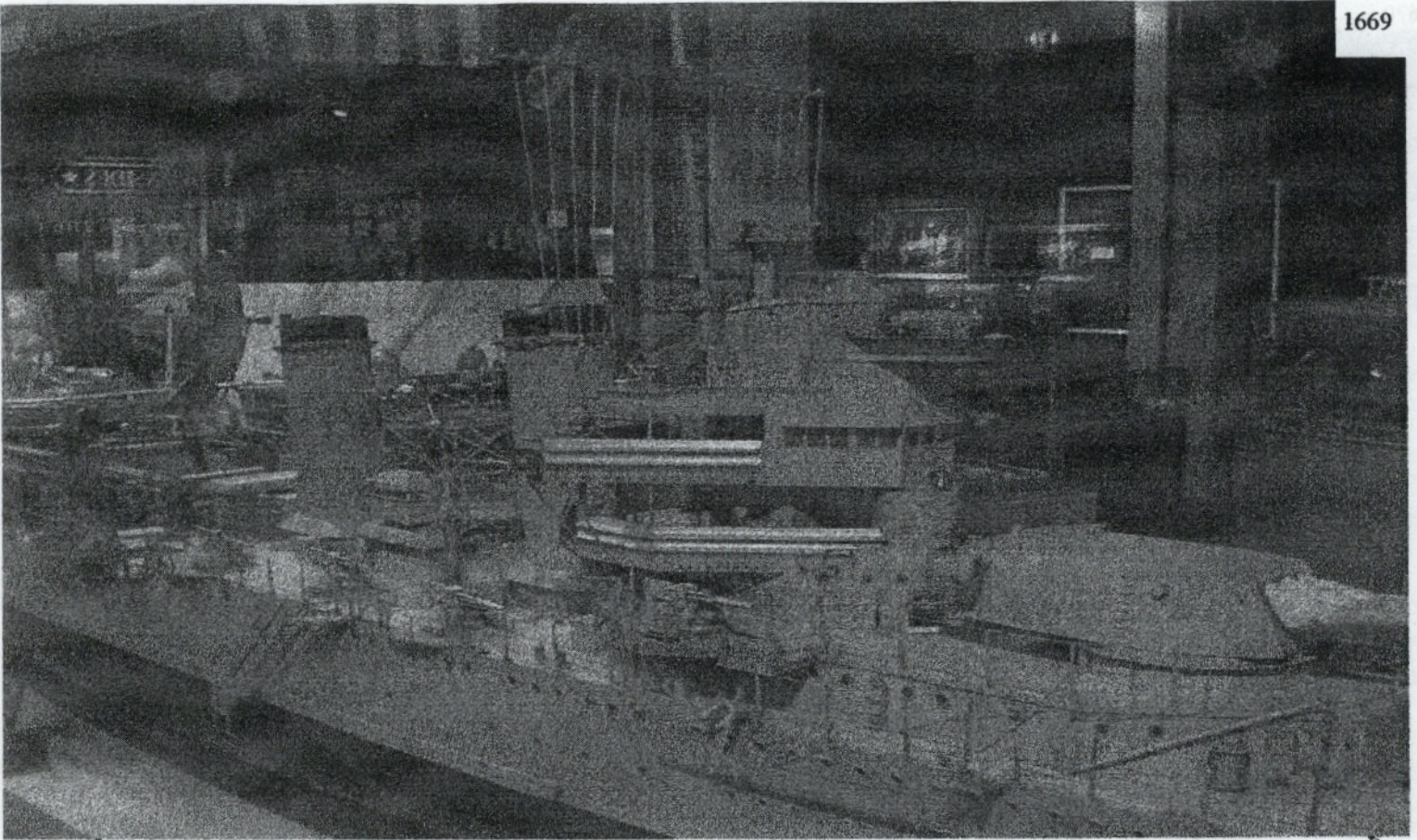
Not so long ago, I was a rookie. Fluegel and I had many conversations, and in one of them, he told me of an island called Rookiedom. He told me that every radio combat captain begins life on this island. Lots of things happen on island "Rookiedom".

In preparing his ship to leave this island, each captain faces many challenges. Often these challenges are the same; still

each one has his own set of problems. Of all those captains that start a ship, only a few are able to eventually launch one. Even fewer are able to leave their coastal waters. They run out of fuel, and spend the rest of their lives wondering what it would be like to visit other lands. Still others are seen busily working on their ships at the dock yards of island, Rookiedom. These captains occupy their time with really weird things like "paper mache" decks and silly things like that. As you walk by them working, you can hear them humming the Frank Sinatra tune... "I gotta do it my way".... These captains never bother to ask any old veterans how to

build their ships and when they do, they do not listen to proven methods. There is a plot waiting at the island cemetery for them because they will never leave the island.

Those are the captains that you do not want to imitate. Now there are only a handful that achieve success. Taking the lessons they have learned on the island, "Rookiedom", they venture out past the breakwaters. Once out in the open sea, they do quite well. They are able to sustain their ships needs and even keep up with the big ships. Occasionally, most of these captains feel the urge to find their



We woke up the next morning to light drizzle, and curbside parking at the USS Kidd Nautical Center. The Kidd is the very best ship museum I have ever seen. I cannot say enough good things about the superb attention to detail in every compartment. A few words about my participation in the USS Texas group, and I was given a private tour of the forward fireroom! Everything is in mint condition... I didn't even see any cut wiring or controls. In fact, they actually fire the 5" gun on each indepen-

dence day.

Inside the museum was another great treat, with about a hundred top-notch ship models. My favorite was the 1/48 scale USS New Orleans, an amazing ship builder's model of the famous heavy cruiser of the second world war. I was also intrigued by the model of the USS Tennessee... the WWI version covered with casements! They even had a very nice model of Stan's USS Omaha, the four-piper light cruiser.

Traci did finally get me out of the model room, and we had a wonderful visit on the way home. We took about 200 photos with our new camera, and had a lot of fun. More importantly, we had a great time just being with each other. It was truly an excellent adventure!

way back to the island. Fluegel tells me that sometimes without knowing it, veteran captains find their way back to this place. I recently did just that. The remainder of this article is about that journey.

This season finishes my second year in the hobby. I recently attended the Clinton, Missouri battle. On the morning of that event, I tested my guns, prepped my ship and went to the captains meeting. Sides were chosen and soon captains were being told to get their ships on the water. It was a bright and sunny morning. I wear "blue blocker" sunglasses and that is

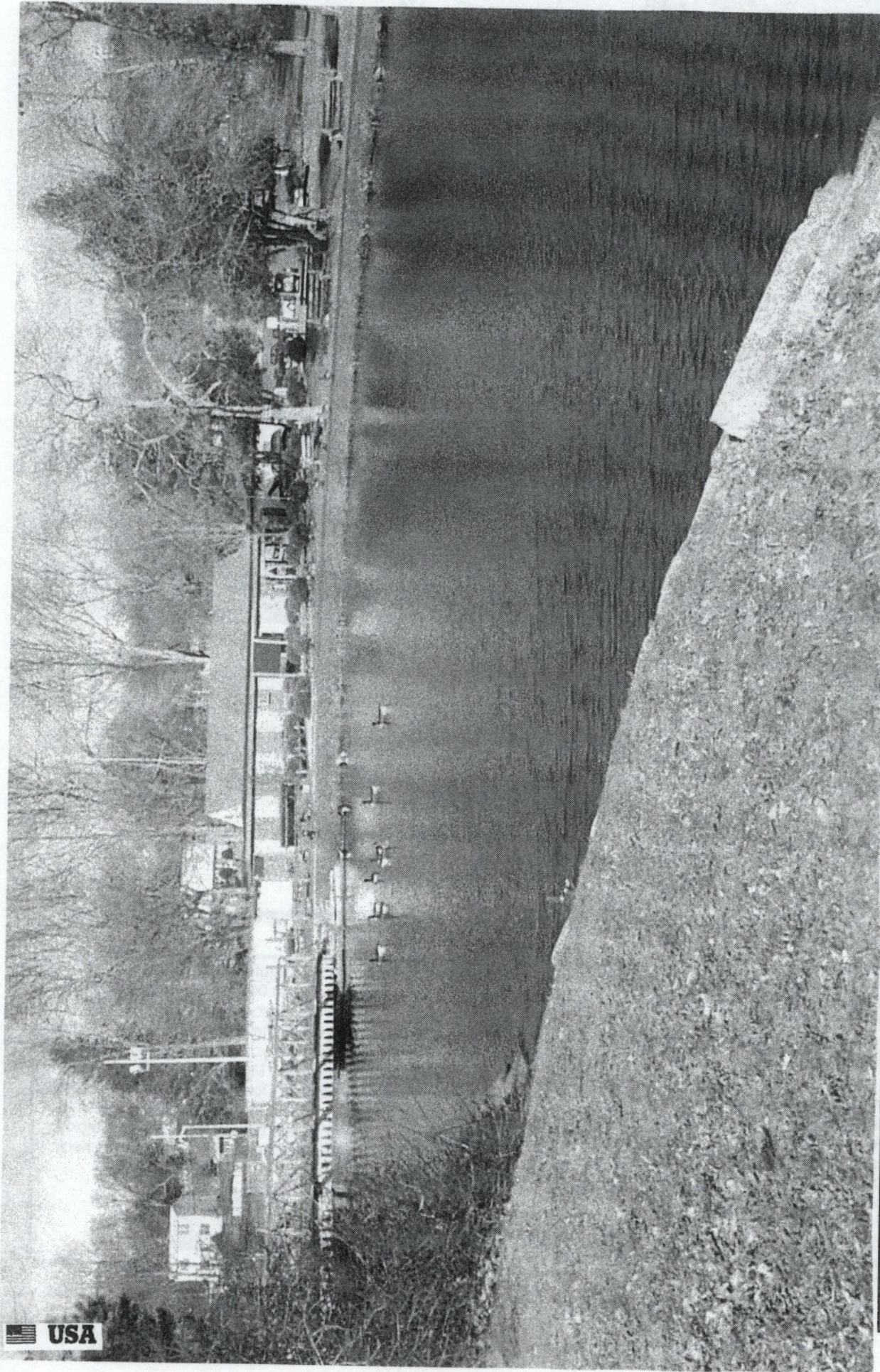
about the only excuse I can figure out as to why I did something really stupid.

I went to attach the leads of my ship to the batteries. After attaching the leads, I lost all control of my ship. I first thought someone else was on my channel. I was wrong. You see, I cross-polarized my receiver and burned it out. To make matters worse, it looks like all of my servos fried as well. This is when I realized I had once again landed on the shores of the island of "Rookiedom". I had never learned the lesson of soldering male/female connectors onto my batteries to insure this would not

happen. I figure this short lesson cost me around \$110.00. So you see, if you too survive to become a sage old veteran, there will come a time when without warning, you find yourself on the island of Rookiedom. My advise to you when this happens... Don't beat yourself up. Admit it to yourself, laugh at your folly, learn to never repeat the mistake, and as quickly as you found yourself there, get the heck off that island as soon as possible!

Kevin




 USA

The IRCWCC NATS 2001

The IRCWCC NATS 2001 will be at the War Memorial Park in Johnston, Rhode Island. The date is not yet finalized (either July 8-13th or July 22- 27th, 2001). The lake at this park is similar to Friends Park, Bel Air, MD, the 2000 NATS site but the water is not as deep. The pictures show the bridge to a fairly large island. The Park Director, Vincent J. LaFazia has suggested placing our

tented area on the island. The battle area will be from the bridge to the gazibo. This is the shallower area and will be almost as large as last years complete pond. The park is centrally located to many attractions such as the City of Providence, Newport Rhode Island, the City of Boston (with the USS Constitution - Old Ironsides, the USS Salem, Fenway Park, and many other historic points of interest), Battleship Cove in Fall River, MA home of the USS Massachusetts and several other war-

ships, Foxwoods Casino, Cape Cod and Mystic Seaport to name just a few points of interest less than an hour away. Several motels are close by that should meet all of our needs. A wide variety of restaurants and fast food facilities are also available. There is still alot of work to be done but the members of the New England Dreadnought Flotilla will get the job done and welcome all of you to beautiful New England next July.

Pearl Harbor Memorial Battle

This year was the second annual Pearl Harbor battle in Dallas and it worked much better this time. Expected to battle were Ted Brogden, Darren Dickenson, Steve Reichenbach, Patrick Clarke, and Bryan Finster. Bryan's new Mogami didn't make it out of the shipyard in time and Patrick was spared a certain sinking. Apparently, the Allies in North Texas are tired of getting wupped, because Ted sneaked

but had to come off the water early do to a strange ammo shortage. (Her quartermasters have since been shot and replaced). With few fast battleships on the water, ammo was used up quickly and the sortie ended.

The second sortie ran much as the first. Accuracy of both fleets was excellent. This was proven as the spectators were treated to a rare sinking of SMS Baden. Her captain brought her near shore and let her go to the bottom before retrieving her. She was followed shortly by a battered Valiant who sank while trying to survive on "five". SMS Westfalen was forced to scuttle due to mechanical failure. As the rest of the fleet came off the water, the damage proved that the Texas fleet has some very good marksmen.

Battle 2:

Battle two was a near repeat of battle one. The Allies used their speed advantage to set up firing runs on the Baden and Westfalen. The Z.38 was having radio interference problems and was unable to harass the Allies for much of the battle. Kongo continued to make sniping runs at the

Axis:	DW Fluegel – SMS Baden Darren Dickenson – SMS Westfalen Jeff Lide – IJN Kongo Steve Reichenbach – DKM Z.38
Allies:	Ted Brogden – HMS Valiant Patrick Clarke – USS Houston Bob Eakin – USS Washington

Bob Eakin to the battle expecting him to be the only fast battleship.

As battle 1 drew near, Jeff Lide showed up with his recommissioned Kongo and Fluegel

Washington and Valiant while successfully breaking contact when the Allied ships turned to engage. In the second sortie, the Axis were shocked to once again see water swirling where once Baden sailed. It was later discovered that Baden's engine room crew had been asleep on the job and had not switched out power sources between battles. As battle continued, the Valiant developed pump troubles and joined the Baden in her watery grave.

Battle #1	Captain	Ship	Units	Above	On	Below	Sink	Score
	Ted Brogden	Valiant	5.5	48	11	9	Y	1,523.08
	Patrick Clarke	Houston	3	10	0	1		1,184.62
	Bob Eakin	Washington	6	31	3	7		1,692.31
	DW Fluegel	Baden	5.5	83	7	13	Y	927.93
	Darren Dickenson	Westfalen	4	42	5	3	Y	824.83
	Jeff Lide	Kongo	4.5	23	0	0		824.83
	Steve Reichenbach	Z.38	1.5	2	0	2		412.41
	Axis		2,990					
	Allied		4,400					

surprised us by showing up with his Baden. Everyone having arrived, battle commenced with the following fleets.

Battle 1:

Battle commenced with furious firing on both sides. The Allies quickly separated the Axis fleets slow ships and concentrated on sinking them. Washington harassed the Baden while the Valiant used her speed advantage to hunt down the Westfalen. Kongo became the Axis raider of the fleet, bobbing and weaving through the action to take shots at Washington and Valiant while they were preoccupied. The nimble Z.38 destroyer spent most of her time harassing the Houston,

The day concluded at the local mexican food restaurant where it was agreed that the worst five seconds of the day was paying the bill and going our separate ways.

Congratulations to the Allies for their victory and hope to see you all there next time.

Battle 2

Captain	Ship	Units	Above	On	Below	Sink	Score
Ted Brogden	Valiant	5.5	35	4	4	Y	1,426.15
Patrick Clarke	Houston	3	19	4	1		1,109.23
Bob Eakin	Washington	6	37	13	8		1,584.62
DW Fluegel	Baden	5.5	26	2	4	Y	926.38
Darren Dickenson	Westfalen	4	76	6	22		823.45
Jeff Lide	Kongo	4.5	65	0	1		823.45
Steve Reichenbach	Z.38	1.5	0	0	0		411.72

Axis 2,985 Total 5,975 Allied 4,120 Total 8,520

SUBSCRIBE NOW!!! ITS TIME.

Two days ago I did not know if Hull Busters had a future. While putting this issue together I became encouraged by the unsolicited article by Patrick, and Dan, and the encouragement and article by Brian Finster and Fisher. At a closed door E-board meeting at the IRCWCC Nats, I told the board that Hull Busters would fold after the Dec. issue. I noted that the new club has a newsletter, and they would want

to plan to produce their own newsletter. They said they would have no newsletter if they couldn't use Hull Busters and I was not obligated to continue Hull Busters as I had given them notice, but they really hoped that I would continue the newsletter. I had felt I needed at least 75 subscribers and enough authors to do 2 Nats. Well, I had the authors (Thanks!) and I have exactly 75 subscribers (12/21/00). So I am hoping to go another 5 years, that will be 25! We

will see. Send \$9 to Fluegel Hull Buster

Your Name _____
Street _____
City _____ **State** _____
Zip _____
Phone # if you want it posted _____
E-mail if you want it posted _____

Rockie of the year, 2000 IRCWCC-

This is a great hobby!!!

I got started in this hobby after seeing an announcement in the Baltimore Sun newspaper. Larry Ricci was having an open house for anyone interested in joining the club. Three or four of us that went to the open house went on to build and battle our model warships.

I started to build a Baltimore class heavy cruiser because I had been stationed on the U.S.S. Boston CA 69. Construction proceeded along at a fairly good pace until I went to my first battle.

After seeing what the ships can do and how they were battled, it became apparent to me that a ship without side mounts was at a disadvantage. I set the Boston aside and looked at the ship list for a good ship with more guns. After a lot of thought, I decided to build a North Carolina. I searched the Web and found Chris Pearce's website. This really helped me to see what was in the ship and how everything was positioned.

While I was building my North Carolina, I was learning from the experienced captains at the Belcamp Shipyard and the Maryland Attack Group. My first gunfest at Frank Pittelli's really helped a lot. There are several good websites that

show how to build guns, but hands-on instruction was a lot better. Dave Lawrence showed me how to position the pistons in the guns so that they fired every time. I tried to get my ship done for the 1999 Nats, but was unable to do so.

I was finally ready for my first battle at Fall Regionals in 1999 at Friends Park in Maryland. After a last minute trip down to Annapolis to get Will Montgomery to show me how to hook up my stern guns, I was really ready. I was the first person at the lake that morning. Having had only about a half-hour of stick time thus far, I was anxious to get on the water and be sure that all of my systems were working properly.

My first weekend was not as successful as I had hoped. I made most of the usual rookie mistakes, such as an unpinned gun, not turning on CO2, and firing too fast. One of my guns developed a leak, my CO2 bottle froze up, and I had to come off of the water after going on five. My first sink was not as bad as I thought it would be. My watertight box stayed watertight, and I was able to put my ship back on the water for the next sortie.

One of the best pieces of advice I have gotten was from Marty "The Legend" Hayes, who said, "Sink close to shore."

I really look forward to battling for many years to come. I have met many good people and made many friends. This is a great hobby!!!

IRCWCC Treasurer Report 2000

Don Fisher, Treasurer

On September 5th, 2000 Balance received from last years Treasurer (D.W.Fluegel) \$2376.98 We had 51 paid members in 2000 and the e-board renewed all there memberships for 2001

I have received six (6) new membership applications for an additional \$36.00 Interest thru Oct.31st,2000 \$5.36 For a total of \$2412.34

I know of four others who will be sending in the membership applications for a total of 61 members. I only have four registered members in Canada but have received communication that more hope to make it south for the 2001 NATS in New England.

Hull Busters

917 Hudson Dr.
Garland Texas
75043

Calendar of the Hobby.

IRCWCC Nats will be in Rhode Island on July 8-13th or July 22-27th. I think the MWC Nats will be the week in-between (embarrassingly, I cant find my Oct. HB to look it up!).

Who ever is the site host, please send HB a photo and some information, please.

Just in, The "Fray @ Brays" will be April 28-29, in Oklahoma. Dirty & Fluegel will be there! Death to Allies!

