

**HULL BUSTERS**  
**THE LAST DECEMBER 2001**  
**THE ONE & ONLY**

*Jeff Ponder* 12-02-01

Feb. 1982 Thru Dec. 2001  
 20 Full years of  
*Publishing Excellence!*

*Let's not forget!*

October 2001  
 11/9

**HULL BUSTERS**  
 AUG 01

**3**

**JUNE 2001**  
*Just in Allied ship-on  
 conversion article!  
 (Also found at a  
 "Katie KAT")*

**HULL BUSTERS**

# Count Down

**HULL BUSTERS**  
**APRIL 2001**

LARGE FAST SHIP  
 SURPLUS SALE

CAUTION  
 Small SHIP  
 22 SECOND PER  
 100 FOOT TEXT  
 IN PROGRESS

*Jeff Ponder*  
 03-17-2001

**HULL BUSTERS**  
**FEBRUARY 2001**

*NewsFlash! Allies have  
 Formed a new alliance!*

Peck  
 Peck  
 Peck

*Jeff Ponder*

*"Breaking News"*  
*The Allies are  
 demanding a full and  
 accurate count for  
 the last  
 three seasons!*

**DEC  
 2000**

*12-2000*  
*This issue ends  
 19 full years  
 of Hull Busters  
 excellence!*

**HULL BUSTERS**

ALLIED  
 REBOUND

*Jeff Ponder*  
 Sep 23, 2000

AKIS SEA OF TRANQUILITY

**OCTOBER 2000**

**HULL BUSTERS**  
*New rising star of the  
 Warship Combat Clubs*

STRUCKS

**AUGUST  
 2000**

*07/28/00 Jeff Ponder*

**1**

*My Dearest Mrs. Fluggel  
 When the Admiral is out of town, this July,  
 playing with his boat, why don't you come  
 and visit me on my ranch "Commander's  
 Love and Kisses  
 Mel"*

**HULL BUSTERS**

*Jeff Ponder*  
 June 19, 2000

# The Last "Observations of the Founding Father"

By Stan Watkins, 10/29/01

With this final Hull Busters, another milestone is upon us. Fluegel is passing the sword on to the other keepers of the flame. Even though it has been 20 years, I remember the day Fluegel indicated that a news letter was needed for the fledgling hobby of R/C warship Combat. I was visiting him, in his Helenwood, Tennessee home, from my Texas home. We have switched homes since then (Fluegel in Texas and Me in Tennessee). I agreed, and I know Fluegel wanted me to start it. I explained, what with the manufacture of R/C mini bb guns for the ships and writing of magazine articles, NAMBA President of Scale and Semi-scale, I really did not have time to add another load.

He surprised me, when he actually agreed to take it on himself. I was very happy he would fill the void of communications that existed. The first issue started out, so typically Fluegel with, "Ahoy,

fellow shippers. This is the first ... and probably last of a wonderful publication, I named "Hull Busters". From the untypical perfect spelling, it was obvious that he had some help. Thanks Katherine and bless your heart !!! It was only two pieces of paper, 3 printed pages. One of my two copies does not even have the "February 1982" date printed at the top. There were no pictures or cartoons. Although we had already had three "nationals" by then, the list of ships by frequencies reveals only the following captains. D.W. Fluegel (Prinz Eugen), Jeff Poindexter (Quincy), Kay Poindexter (West Virginia), James West (Graff Spee), Martin Schneider (Bismarck/Tirpitz and Graff Spee), Steve Millholland (Alabama), and Stan Watkins (Arizona, Aoba, Salt lake City, and Wichita). But, with Fluegel's help, the list would grow.

Fluegel was the "great communicator" of the hobby, talking countless cassette tapes and issuing, in all, some 20,000 individual copies of Hull Busters worldwide. Thanks again, Fluegel for helping so many people enhance their lives and enjoyment of our hobby. Hull Busters will be missed, but it has carried forth the "faith" to a nation and world.

May God richly bless you for your kind hearted efforts !!!

Stan Watkins, your brother in Christ Jesus and Founding Father of R/C Warship Combat

## VIEWING A BATTLE FOR THE FIRST TIME

BY Chance.

I have been into RC cars for years now, but when a friend showed me his RC speed boat and I saw how much fun it could be, I thought about getting one. So I started looking through E-bay for RC boats and saw one auction that read "Combat Ready Attack Battleship". I didn't understand the combat part, but being a big G.I. Joe fan I thought it might be cool to have a remote control military-style boat. so I clicked on the auction and.....Here begins a new Obsession. The ship had real working BB cannons. The

seller talked about a competition where people shoot at each other's ships, and try to SINK them !!! I didn't really believe it so I clicked on their Webster link and read all about it. After a solid hour of reading all about RC warships and miniature battles, my only thought was "I have to see this." I found the local club, e-mailed the contact name, and found out when the next battle was. It was worth an hour's drive to see this. The difference between this and all my other RC experiences is like the difference between shooting someone and throwing a bullet at them. I had so much fun just watching the battle, I can't wait to actually captain my own ship. Everyone was very friendly, they let me borrow their eye protection, explained to me how things worked and answered all my questions. Overall it seemed like a fun group to get into this hobby with. I've since read on the net that this is called "The Magnificent Obsession", I don't know about "magnificent" but I can see obsessed.....It's about a hundred yards behind me and trying to catch up.

-Chance



" PRETEND YOU'RE GONNA RAM ME.  
I WANNA TRY SOMETHING. "

--Kevin Bray:

Fluegel sends me lots of audio tapes. In every one of them he is always talking about being in a "mobile flurer bunker".... What's up with that? Hey Flueg.... look around and see if Osama is in there with you... He could be the answer to all your financial worries... :-)

-- Chris? John Sullivan? sul-lyjon@nb.sympatico.ca!

>>>>For a quick clip: A Crazy (completely addicted) Canadian rookie attempting to build the entire German Capital ship fleet of WWII! Scharnhorst and sister, under construction, Bis. and Tirpz started!!!!

-- Steve Reichenbach:

Here's to my favorite gross admiral, Herr Fluegel... who rode in the van with me to my first battle.

The only guy I know who is both a good Christian man and a good nazi.

-- Kevin Hovis:

Probably the highest praise Herr Fluegel can bestow to a relative NATS rookie was bestowed upon me this past year. He remembered my name for the ENTIRE week. Steve Milholland told me (for exact quote please check Swampy) "Kevin, you should be honored, I've known Fluegel for 20 years and he still doesn't remember my name!". To which Fluegel responds: "Battle an Axis ship next time..."

Finally, I hope Herr Fluegel becomes a contributing editor to TF144 and to whatever replaces Hullbusters for the IRCWCC. His pearls of wisdom are still needed in this hobby.

-- Rick King:

Did you ever notice the Fluegel rhymes with frugal? I'm not saying he's tight, but he doesn't walk around the pond with those

magnet shoes for nothing! BB's are expensive!

He always claims that he doesn't have much \$\$ cause he's a teacher, but he wasn't born a teacher, just a frugal, I mean Fluegel!

-- Lars

I will miss Hullbusters. Unlike the big magazines, Fluegel didn't have the budget to pay his authors, but he usually let me know when he appreciated a submission by writing "Thanks Lars!" somewhere on the address page. And for those of you who kid him for being frugal, I want you to know he used his own ink pen, and not one of his student's pencils!



# Product Review

By Fluegel

At the Pearl Harbor Victory battle, Bryan Finster (gone but never forgotten) sprayed some "Corrosion X" into Dirty's receiver. I told Bryan that he should not get that stuff in his servo motors or they would start slowing down. He said it hadn't happened to his...yet.

Well, in my Bismarck Days, maybe 1993, I used "Corrosion Block" in my electronics. I even sprayed the face of my transmitter, you know to wipe off the dust and stuff, like WD 40. To my horror, the plastic of my transmitter started melting within a minute or two, and I almost broke the transmitter sticks working them loose! With an exacto blade I recut the melted plastic so once separate parts could become separate parts again. I worked for about 3 hours getting the trim tabs free. It was mostly saved but it was like terrible looking and what was once a fine proud precision instrument felt like a ripping paper sack of crud. Moral to the story, don't spray it on just any plastic. I have put "Corrosion Block" away on a high shelf were it looks down at me, with some sort of stupid Allied victory grin.

Well, after a battle I was wondering why my Bismarck was so, so, worthless (Alliedish)? I decided to perform an Autopsy on the once veral war ship. Upon observing the rate of movement of the servos I was puzzled, "they aren't suppose to move that slow" I may have said out-loud, beneath the victorious bottle peering down from its shelf ( the look on its face was that of a child who had hidden something that had been found). I used Radio shack's tuner cleaner in my servos motors and that



**"ENOUGH OF THIS IDIOCY. WE'RE GOING TO HAVE A REAL WAR WITH REAL SHIPS AND PLANES!"**

nice snappy servo sound returned to my shop and gloated proudly to the once victorious Corrosion block.

Well, before I break into a goose step I had better get to the point, if you sprayed any sort of miracle product into your servo motors it may be in your best interest to note the servo speed. As far as spraying stuff on your transmitter, what was I thinking?!

## When step two doesn't happen, The formation and growth of the Washington Cascade Column

Many of us got our introduction to warship combat via Swampy's advertisements in the various modeling magazines. The first step that is required along the path downwards into this obsession is getting your imagination fired up. Wow, what can I build to put holes in other people's ships? If you were lucky, you were able to find someone locally or talked to someone via e-mail to learn what to do next. Step two is to find other captains who are within a reasonable (no, I don't want to touch this where ships are concerned!) distance. These are the folks who can teach you lots of mistakes to avoid and how to do some seemingly impossible tasks. These are also the folks you will spend 6 to 15 days or more a year hanging out with so they need to be folks you don't mind being around too much.

For many of us, this search can be the end of our brush with model warship combat. I know there are folks who are interested in this obsession in northern Idaho, in Alaska, in British Columbia. I know there used to be folks in the Seattle area who were interested too. At one time or another, all of these folks failed to find to find other captains with whom they could battle. Most of them gave up and went onward with their lives unenriched by the fellowship of fellow captains watching their ship sink.

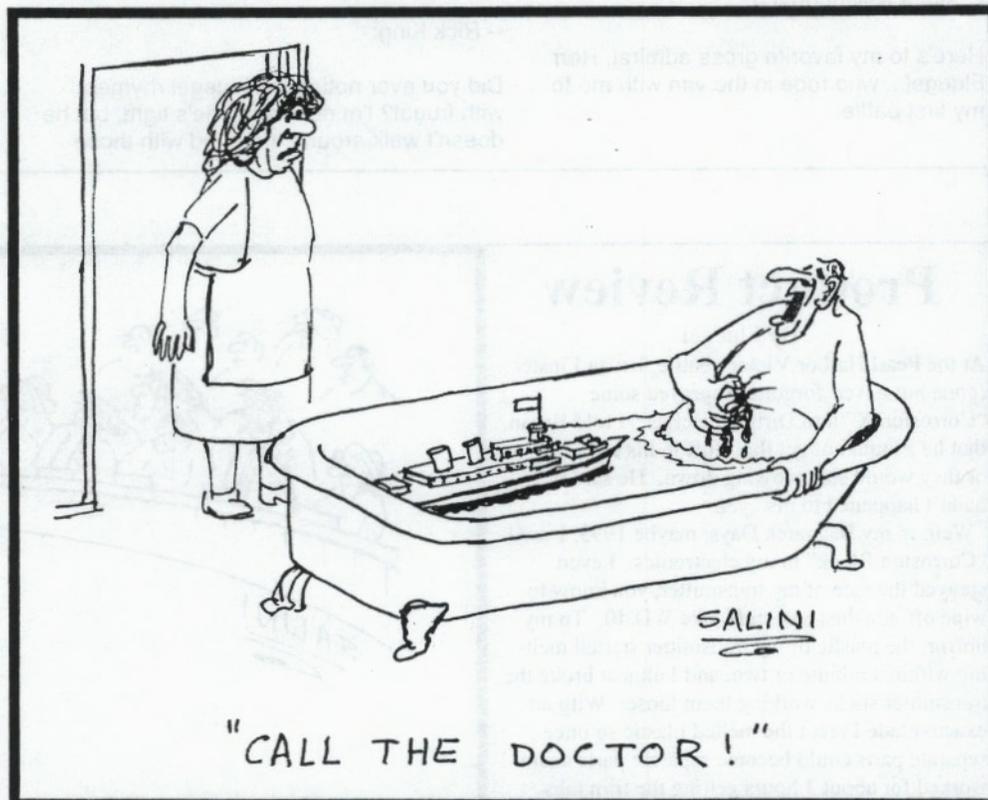
Is giving up the only solution? (I don't want to touch whether it is the best solution!) The answer depends more on your own expectations and desires than on any other factor. If you plan to host the biggest battle seen on the face of the earth sometime next summer, then your chances of success are pretty slim. If you are going to build a ship and enjoy running it on the local lake with the hope of battling another ship, then your chances are much better.

Like most challenges in life the results are likely to be related to the time and money that you put into the project. If you can afford to fly across the country to spend a weekend at a regional battle a couple or three times a year, then you can start enjoying battling at an intense level quite quickly. If you work at a regular job and have a family then the time and money you can spend are fairly modest. This means that it will take longer and will require more effort on your part. The success of most of the clubs today is due to a number of people spending their time to not only build a ship, but to also find new friends and build an organization. This may sound like a rather grand goal but it does not have to be all that complex an operation.

Read the mailing lists, and you see these organizations at work. Someone has a fill station but no CO2. Someone will bring a convoy ship. Someone needs directions. The level of organi-

tial members in your local area from the list of people who have contacted Swampworks for more information. At the end of 1996, Al Schumer did this for Washington state. He then send flyers to all of the people on the list telling them that he was hosting a meeting about forming a club. The first meeting found eleven people who were interested enough to show up and talk about model ships. Only Al, his son and one other person ended up with operational ships ten months later. Al and others, hosted monthly meetings for the next few months and ended attracting another potential captain and son (later to be a captain too!). Having invested money and time into flyers and meetings, this club was on it's way to the critical milestone in it's history, the first battle.

In this case, the WCC was lucky to have the remains of other clubs help out. Two very old ships in Eastern Washington showed up, remains of what existed before the Queen's Own



zation and communication that is required to run a warship combat club is along the same as many other volunteer organizations that you have probably been part of. Cub Scouts, little league, your local PTA carnival are all examples of successful organizations that rely on volunteers to function.

For a volunteer organization to be created, a few things need to happen. First, someone has to spend time and money to do some basic advertising. The warship world has a neat advantage. With a polite request, you can get a list of poten-

group when to 1/72nd scale ships and Buddy Friend appeared in Eastern Oregon. All of these folks had been part of the mailing list. The Eastern Washington folks arranged for a pond and hosted the battle bringing along lunch and a total of eight 1/144th scale ships showed up as well as five 1/72nd ships from the Queen's Own. After that first battle, the Eastern Washington ships were retired and replaced by scale ships and Buddy has moved east. The remaining ships were all in the Seattle area. All in all a great beginning for a new club.

The captains remained optimistic that new ships would keep being built and a lot of time and effort was poured into more flyers, some more meetings, taking the ships to maritime related events and filling a booth at the regional hobby fair. With some pressure, Darrell was talked into buying a used ship. She turned up in poor shape and slowly improved over the next year, slowly becoming one of the most reliable ships of the fleet of five. Over the next two years a significant number of people expressed interest but no new ships were started. During this time the club's web site was created and write ups of each battle was posted to give people an idea of what the club was up to. Finally, as fall rolled around and the efforts of showing up at events proved futile, it was decided that the captains ought to take a break and just worry about our own ships and the last three battles of the year. To the surprise of the captains, the next battles had a number of interested people showing up. An additional advantage is that the pond that we use for our spring and fall battles is a fairly short drive from most of Seattle.

During that fall, it was decided to start work on the HMS Roberts so the captain of the Montcalm could remain the captain of the Montcalm and his son would have his own ship. In mid-January, e-mail started flying to coordinate the booth for the Hobby Fair. Using the club list by habit, the information went out to everyone who was interested not just the captains of existing ships. One of the reply's included the surprising news that a new ship was close enough to com-

pletion that it could make up part of the display. Two months later, the fleet that had numbered five for two years, suddenly jumped to seven. Later that spring, two other ships joined the fleet and one of the original ships was bought as her captain left the area. She reappeared with a new captain. By the summer of 1999, a battle with seven operational ships had been fought. During this time, the earlier efforts of recruiting were replaced by relying on the web site to catch people's attention and then spending time showing those who showed up how the ships were put together and in some cases, letting bystanders run a ship either between or even during battles.

The last couple of years have been more impressive in terms of number and sizes of ships but the tactics for building and maintaining the club have pretty much stayed the same. The web site continues to get approximately 7000 to 8000 pages read per month. The web site is very welcoming and friendly. (The opening page of the Queen's Own web site says that I could put a thousand hours into building a ship to play in their game only to be denied access because someone doesn't want to play with me. It may not be the message they intend to convey but it has successfully kept me away from their battles for five years.)

Anyone who shows up at a battle and wants to watch is welcomed. This includes the folks who were just wandering by and noticed the ships on the beach or on the pond. We try to take time to explain at least the basics to everyone. We often have a cargo ship sitting around that we are will-

ing to put on the water and turn over to potential captains or their kids. For many battles, the older cruisers have been used to give potential captains a taste of combat. We have been doing less of this recently, mostly due to the feeling that we have more ships and captains that we can handle and this is too effective as a recruiting tool! I have some business cards that have the club's web site address and they are passed out often.

Once someone is getting serious about building a ship, we try to pair them with one or more experienced captains. Sometimes this doesn't work, sometimes this builds very strong friendships. The intent is to give this person as much help as we can so that the chance of their ship being completed is as high as possible. The ships that I know have been started and are not complete all belong to captains who have not had much help. This can either be because they are too far away for ready access or it can be because they have not been willing to ask for help. Technically, the WCC is centered in Seattle. Only one member actually lives in the city and we currently have members from Bainbridge Island to Spokane to Sacramento with a number of ships in Oregon. For most captains, the ponds we battle in are between a 5 minute and a four hour drive. We encourage small battles outside our normal schedule as this is a good way for the two ships in Spokane to sort out their bugs before driving several hours to battle.

## Carbon Fiber laminate test Evaluation, Part II

By D.W. Fluegel

After Nats my ship looked pretty shot up, you would have thought we lost. For a moment I considered ripping the carbon fiber off, but then, looking closely, the fiber was in pretty good shape. The CA had failed in about 10 small shot up areas. I reglued it and painted it and it looked .....OK.

At our 3rd annual Pearl Harbor victory battle, my newly painted ship went back out, and the wimpy allies could only manage a few hits on the Thunder Pig Baden. Still, it already looks beat up. The fact that the carbon filament is black, and the damage removes the paint quickly gives the ship a ragged allied look. If the carbon fiber came in white or even better, light gray, it would be OK. I think my lazy selection of adhesives was not in my best interest. I wonder if West Marines epoxy would not have been better than the CA?

I am going to go another year with it on my ship I think, but I wish it were off my ship. Removing all that carbon fiber and CA from the curved casement area will be tricky, but so would have been repairing all the splintered wood.



E-mail reminders about a week before each battle. Sometime after the battle ( a day, a month, several years....) the battle report is also sent out for general amusement and to let those who couldn't make it know what they missed. This helps set expectations too. Via these notes, people get a feeling for what the battles are like before they attend their first one. Looking at the ship's roster there are currently some twenty five or more ships. Reading the battle reports, you learn that seeing eight ships on the water is more normal and the club record is 12, set in July. We try to capture the humor, camaraderie and fun that we feel during the battles so that others can share and we can remember, even if we choose not to!

I will also throw in a bit of my own personal bias. As 2001 draws to a close, I believe that there are very few potential captains who are not willing to have and use an e-mail account. More than any other function, e-mail is the Internet's killer application. Even if it is borrowing a com-

puter at the local library once a week, the people who are going to make capable captains will have e-mail.

We have hosted a small number of building parties with great success. More than a couple of ships have been launched only because of the hands-on help provided by the building party. I really love the idea of spending a couple of Friday nights a month working on ships with other captains. The problem is that it isn't always practical. With the nearest captains about a half an hours drive away, the two or three winter building parties work better. Remember, that each rookie captain should also have someone close they can get help from too.

Building a club is similar in many ways to building a ship. There are a bunch of different things that need to be done and you always seem to want to redo parts. In addition, it is a direct competitor for the time your ship needs. But like your ship, put in the time in to do it right and you will be rewarded over the years.

Most of all, remember that you are doing this to have fun, so don't set your expectations too high. Enjoying a battle with two ships is reward enough and will give you the enthusiasm and tales to interest the next potential captain you talk with!

Phill Lowe, member of the Washington Cascade Column.



### HULL BUSTERS/FLUEGEL

What can I say? The words Hull Busters and Fluegel are synonymous. Like cake and ice cream, coffee and donuts or Nazism and Hitler. But seriously though, I for one will miss Hull Busters. Even though I had battled only twice, way back in the dark ages when the National's were only held in Springfield, MO. Hull Busters made me feel I was still in touch with the Hobby. I know it is hard to put together a newsletter, since I had to do it a few times in an emergency and am amazed that Fluegel has done it for 20 years.

I feel very strongly that a newsletter holds a club (in this case a hobby) together. It is like the mortar that holds bricks together, without it the house will slowly crumble. In one club I belong to over 50% of the members have E-Mail. The club puts out its newsletter both by mail and E-Mail. Less than 15% of the club members who have E-Mail have elected not to receive their newsletter by mail - they feel by getting it this way they are still part of the club.

Fluegel, I know that 20 years is a long time - but just think 25 years - A quarter of a Century - that would really be something!! How many people could lay claim to a record like that. Not Alexander the Great or Hitler.

Through your efforts (Hull Busters) the hobby has a way to reach out to people. It does not matter if it is IRCWCC, MWC or even the Big Gun people; in Hull Busters there was a common thread for all. Without Hull Busters I am not sure that thread (or glue) will be strong enough to keep the segments in touch. Will the hobby continue without Hull Busters? Probably. Will it still be the same? Definitely Not. Will it have a certain laissez faire? Maybe. I, for one, will certainly miss Hull Busters. But if it has to go, let it go with guns a blazing. The flags a flying. The captain at the bridge with the Best Hull Buster ever !!

Wayne J. Stevenson

## Not "just another battler"

By Kevin Bray.

I would like to congratulate Fluegel on a long and successful run of Hullbusters. Hullbusters is just a part of the overall contribution he has made to the hobby. When I first got into this wonderful adventure, he was the "one" person

that befriended me and began my journey into RC warship combat. Now, three years later, I am finalizing my third battle ship (allied) and working on plans to add a pond to my land.

Fluegel once told me that the more you are a part of the hobby, the greater your level of commitment becomes. Not everyone can build a pond or be an officer in the club or even host an event. Everyone is welcome and encouraged to participate. This has been one of Fluegel's corner stones. Fluegel truly

enjoys watching a "new" captain grow in the hobby. He offers advice and loves to see a "first" time captain grow.

Fluegel once expressed concern that if he stopped doing hullbusters, he would become "just another battler". He felt that his contribution as editor and publisher made his contribution to the hobby unique. Anyone that has ever gotten to know fluegel can tell you that the man, himself, is unique. Fluegel, as hullbusters comes to an end, I would like to tell you that there will never be



**Toshi here,**

To all rookies words of wisdom and patience  
If a veteran captain of many years of combat

ship building and battling offers advice on how to make your ship components and setup inside the hull ---take heed he is trying to help you have a trouble free ship!!!! try also to tag along with a veteran to gather information and ideas on building your ship(if you are lucky a veteran might have a spare ship (Thanks Chris)that he might allow you to use to give you an idea of what ship you feel comfortable with).

Most veterans will suggest building a class 4 or small class 5 for your first ship---they have a very good reason for that it is that those classes are wider and usually a bit longer than a cruiser(class 3) thereby making it a lot less of a problem trying to cram all the bits and pieces of a combat ship inside a small hull -- it is a challenge for a rookie battler just to get your first ship on the water and in proper fighting trim to begin your learning experience and introduction to the "real" game---also unless you are blessed with a lot of free time do not expect to have your ship on the water the first year unless you purchase a complete ship kit which will

ease the build time considerably---I took the roundabout route purchasing a used ship and converting it to another something that is not advisable as it is very time consuming and you still might have problems in the end if the original ship was not competitive in the beginning(check out the 1915 version IJN Kirishima (Kongo class) converted from a HMS Tiger at [www.pittelli.com/warship/oaaf\\_photos](http://www.pittelli.com/warship/oaaf_photos) -----this conversion took much longer that scratch building even though the results are reasonably good)

When you buy your first Radio-- buy at least a 5 or 6 channel system so you only have to buy one radio to cut the costs down as the larger channel radio will allow you to switch it to a bigger ship when you decide after battling the class 4 for a few years.

Check out the various websites run by some of veteran battlers as they contain a lot of useful information that can help you and REMEMBER ---ask questions even by email to get your ship on the water--veterans will understand and try to help--they will help you avoid some problems easily noticed by them but not readily apparent to you.

Toshi

## Quick Deck Latch-Down System by Jeff Poindexter

Since this is the last issue of 'Hull Busters' I wanted to do a "How To" article and a cartoon as well as the 'logo'. The cartoon will be were ever Fluegel decides to put it. It might be on this page, but I'm questing, not! You know the drawings or pictures for this article may not even be on the same page either!

In October, I equipped the "TEXAS" with a 'Quick Deck Latch-Down System' that I'll refer to as the "Jiffy Jeffy Latch." I did this to be ready for the upcoming, second annual "Pearl Harbor" battle, in Dallas, in December, but due to some unexpected dental surgery I was not able to attend. The second most unpleasing thing that happens when one of our ships sink, is seeing the (no, not Fluegel in drag), the deck(s) and/or superstructure(s) not sinking when the hull disappears beneath the waves. If the lake level is of sufficient depth, the deck(s) will sink also, only because the gun's airlines will drag it/them under. If the lake level isn't deep enough, the floating part(s) will act like a buoy and just sits there marking the spot where the ship went down. In some cases this can be helpful but does negate the visual aspects of the sink.



The materials needed for one 'unit' ("TEXAS" has three units, bow, amidships and stern.) are 1/8" OD brass tubing, 3/32" steel piano wire, brass strip 1/32" thick, 1/4" wide and 12" long, 2 1/16" X about 3/4" bolts and 2 nuts that fit the bolts.

"For most dimensions see attached drawing, figure A"

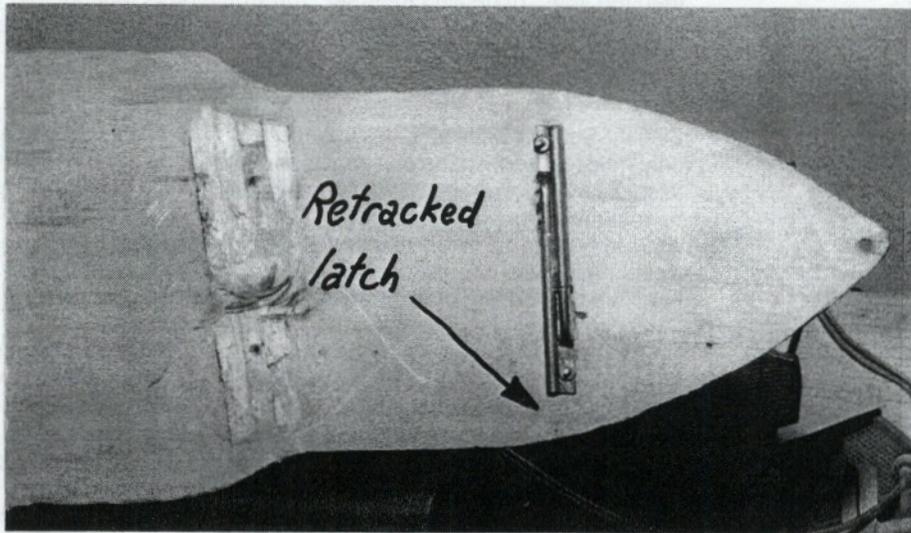
A. At the desired location for a 'Jiffy Jeffy Latch' cut a piece of the brass strip "Z" (see fig. A) the same length that the sub deck is in that area minus 1/8". At both ends of the strip (but on opposite sides) use a rotary tool with a stonecutter, (or any tool that will do the job); place a notch at 3/8" & 7/8" from the ends.

Then using a 1/16" drill bit, drill a hole at both ends of the strip in 3/16", (half way between the end of the and the notch 3/8" from the end), and 1/16" in on the same side as the notches on the strip. Using the rotary tool cut the area away from between the two notches to the center or 1/8" from the side of the strip.

B. Now cut two brass tube pieces "Y" the length "B" in drawing "A". This length is the distance from the center

1741

flush with it. On the long end of the rods, grind a dull point back about 1/4" from the ends.



D. Before inserting the rods into the tubes, place the brass strip on the underside of the deck and mark where the notch cut-outs are to be located and where the bolt holes are to be drilled. Then drill the bolts holes using a 1/16" drill bit and next, at the notch marks drill 1/8" holes. Now using either a razor knife or the drill bit, remove the material between the two sets of two holes. You should end up with two 1/8" X 1/2" slotted holes for each unit.

E. Insert the rod ends into the tubes with the bent rod ends riding between the notches. Slip the bent rod ends through the slotted deck holes and with the brass strip flush with the underside of the deck bolt the 'Jiffy Jeffy Latch' to the deck. (It might be necessary to grind some material away from the securing nut if the clearances are marginal. To test the unit, place you thumb and index finger on the

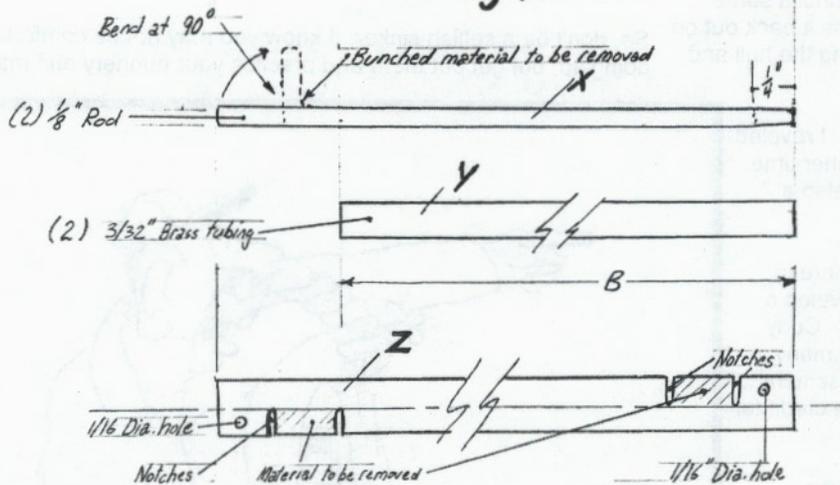
most notch to the opposite end, or the length of the brass strip minus 7/8". Using a vise or a pair of "extra hands" place the two brass tubes on the brass strip as shown. Placing them side by side, but with the tubes only lying on the uncut portions of the brass strip, solder these pieces together.

rod ends that are visible on the topside of the deck and squeeze them together. The blunted pointed rod ends will then slide out the tubes about 1/2".

F. Now lay the deck in position on top of the of the hull with the rod ends extended and mark where these line up on the outer deck-edge of the deck. Drill a 1/18" hole as straight as possible from the

outside of the hull towards the inside of the ship trying to line up the angle at which the rods will intersect the hull. This distance should be no more than about 1/16" plus the thickness of the deck material from the top of the deck. Do this on both sides of the ship at each unit location. Pulling the exposed rod ends away from each other should retract the pointed rod ends back into the tubes. Push the deck into place and reengage the latches. These should slide into the side hull holes securing the deck(s). (This system will also work on models that do not use the deck, sub-deck system. The rod ends will just slide up under the outer deck edge. See page 79 of the April 1983 Hull Busters for the article "Deck Construction" and page 182 of the April 1984 Hull Busters for the article "How To Make A Smooth Dek Seam!!" as references if necessary.) If you use the sub-deck system, cut two lengths of 1/8" tubing "W" 1/2" long and insert them into the side hull holes. This is not really necessary but does keep the hull wood from enlarging after repeated use.

## "Jiffy Jeffy Latch" Fig A



C. Cut two pieces of the 3/32" piano wire "X" the length of one of the tubes "Y" plus 1 1/4". Placing a pair on one end, bend the wire to 90-degree angle with the longer end. When the wire bends, it tends to 'bunch' material at the inside bend, (fig. C.) Taking a file or stone cutter, file or grind the excess material away so that when the long end of the rod, (3/32 piano wire), is inserted into the tubing the bent (short end) will slide all the way up to the tube and be

As you can see by the photograph, figure "H", I am holding the "TEXAS" by the smoke stack and turret hole with no difficulty keeping the deck secured with all three of its "Jiffy Jeffy Latches" engaged. You now have a deck latch-down system that will enable all who view your pride and joy going down not to be embarrassed buy "Deck Regurgitation".

# Sinking ain't so bad, Part 2

by Lars

Frankly, if you're like me, sequels are okay but never as good as the original. I'm guessing that to be true in this case too but my good friend Fluegel asked for a 'fun' article. Personally, 'fun' articles do not just snap to on demand. 'Fun' articles start with a germ of an idea, and then must cook a while in the creative juices of the imagination. I have seen plenty of germs this past year, but none of them have contained creative ideas for Fluegel. Still, this is for Fluegel's last issue of Hullbusters, he asked personally via email, which I understand is very tough for him. I think it has been easier for him though after he started using a rubber stamp for his email signatures.

Well, the deadline is here, the pressure is on, and so in desperation I return to the well in search of an idea that might have just enough life for a sequel. Perhaps my most commented on article from the recent past was 'Sinking ain't so bad', which I actually wrote on the internet email lists, and Fluegel beat Curly into the unauthorized publication of the snippet. Fluegel admitted freely and apologized nicely for his unauthorized use of the snippet in his original publication of it. In response I threatened to sue and insisted on payment of damages. I'm still waiting for the trivial sum for which I asked. I'm not worried, Fluegel will come through when he has time. It'll probably come with my 1982 Annual issue of Hullbusters, for which I have been waiting for fifteen years. Soon, I am told.

Somewhere I have a point to all this, but I'm still trying to lay the background here for any first time readers of Hullbusters. The original article explained my discovery that 'sinking isn't so bad'. Sinking frequently allowed me to test thoroughly my water-tight boxes and sink maintenance techniques. It was something to which I thought I became very good at, and was extremely proud of being able to allow my ship to sit on the bottom until a sortie ended, or recovering it after a roll-over sink and toss it back out on the water for more battling after just simply emptying the hull and clearing the guns.

I was a very satisfied sinker. I was a proud sinker. I reveled in taking the ultimate blow and coming back time after time. I was the smuggest sinker you'd ever seen. I was also a selfish sinker.

Yes, I have been an extremely selfish sinker. Up here in Port Polar Bear, I have had the great fortune to develop a great friendship and a fun rivalry with Curly Barrett. Curly has been extremely generous in providing me with many sink opportunities. In fact, it is with some embarrassment that when pressed, I have to give Curly most of the credit for my sink expertise.

And what have I done for my poor friend? I've always thought that the pleasure of providing me with numerous sinks was more than enough for Curly. True, it was a poor second, but more than enough for a long-time Axis. Then I noticed as we attended a few regionals together that Curly would take one pounding, promptly sink, and then sit out of the rest of the action due to a wet receiver or a malfunctioning servo. At this last Nats, he never sank, but as the week went on and he took minor damage in battle after battle, he started blowing servos left and right. Finally, after blowing his fourth servo and having no spares left he was forced to retire from the battle. In the meantime, I was still going

strong after three sinks.

How could I have done this to my best battling friend? After more than ten years of battling together, you would have thought that I would have had him properly trained in having his ship's systems able to stand up to a bit of water in the ol' hull.

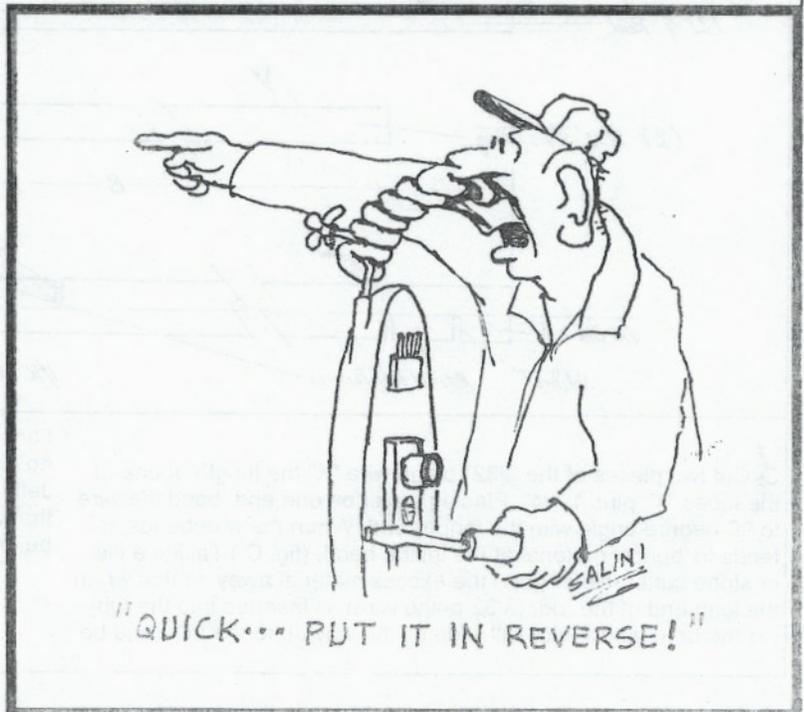
Selfish! Selfish! Selfish! I am shamed that after all this time I have only now realized what a disservice I have done to my friend. After this year's Nats I managed to catch him once in a local battle after he had run aground, and I felt obligated to fill his ship full of holes and sink him. He would have sunk too, except that he was already beached and thus fate robbed him of what he needed most.

Now I fear it is too late. Curly has been 'too busy' to come to our last two battles. He rarely answers PPB email inquiries. Have we lost him forever? Only time will tell, but if we have, I will hold myself personally responsible for losing such a gregarious and talented (if imperfectly) person for the hobby. If I'm lucky, we can pry him back out next spring and then I plan to give him a good thrashing and sink for which I am sure he will thank me profusely.

But one sink will not be enough. After more than ten years, he will need several sinks to get his ship into proper shape and also break him of all his poor construction and maintenance habits. I am sure that I can give him all the sinks he needs if he'll only make that Posen sit still for a few moments when the Bellerophon comes in close.

So remember, look for those sink opportunities, but don't hog them all. You have to treat your battling buddies to them as well, just to keep their ships in shape and able to rebound from those tough blows. Remember, boxers train for real fights by taking hard blows to various parts of the body in practice. Your ship needs to do so too, but don't forget to train your best buddy too. Don't forget to start out those rookies on the proper training either!

So, don't be a selfish sinker. I know you may not be comfortable doing so, but get out there and practice your gunnery and maneu-



vering so that the next time you sink, you can be sure your best buddy goes down at the same time. It is, as you can see here, the only proper and courteous thing to do.

Lars

1743

## MY LAST HULLBUSTERS ARTICLE

Wade Koehn

Well friends here it is. My last article in the last Hullbusters. 20 years of HB is coming to an end. All good things must come to an end. Let's look back and reflect on the birth of the hobby, and HB.

Stan and Fluegel started the hobby by first trying to take an RC airplane with a fishing weigh tied to the end of a string, and trying to drop it on a model ship. Then it evolved to two model ships, and two guys with BB guns trying to shoot the other guys ship first. Then Stan came up with putting the guns on the ships and a hobby was born.

The first NATS was a very small affair with just a few people (3). It grew by word of mouth, and a few articles in SSM (Scale Ship Modeler, also dead now). Fluegel started publishing HB as a quarterly publication. As the hobby grew Fluegel got more subscriptions and HB became bi-monthly. Steve Milhulland (Swampy) started producing kits and other parts needed for the hobby. Steve promoted HB as the best rag to get information and keep in touch. Subscriptions to HB grew again. Articles in World Wide magazines came out with HB advertised as the main magazine. HB grew. A few other people have started to supply kits and parts to the hobby, and HB grew more.

I think the max number of subscriptions was about 150 to 160. Fluegel always tape talked to just about everyone that send him a tape, or would listen to him :). Fluegel usually had to beg for articles from people. Once in while he would have too many, but that was the exception. Often he had to make up the difference by writing his own articles to fill up the space. I've sent him about 50 to 60 articles over the years. Some short, some long. A few even useful. I've also sent him plenty of pictures. Some of them even useful too.

My favorite articles and remembrances of HB are as follows. I always like the how to articles. Many of us learned how to make how do things because of these articles. I've written a few of these, but I'd did it for Rookies since I've rarely been on the cutting edge of technology in this hobby. I usually copied something after someone proved it worked well. My favorite article was Tom Jass's Santa's Wish list. This came out in the December HB. It was Tom writing an article about Santa granting certain

wishes to battlers for Christmas. Tom was/is very funny. Tom hasn't written this article for years, even though I've bugged him constantly for the last three years to do it. I guess the hobby has gotten too big so that Tom doesn't know most of the people like he used to, or he doesn't want to do it, or both. Anyway if you ever read one they're killer funny. I liked the propaganda articles too. As long as it was done in fun. Too many times people take this hobby too seriously and Fluegel would have to edit out, or throw out an article because of the amount of ill will it had in it. I battle the ships, and not the people. I little known fact about HB was that the now deceased Malcom Forbes used to subscribe to it. Once his secretary even called Fluegel to ask where Mr. Forbes HB was.

The demise of HB has many reasons behind it. E-mails and Web site now exchange information was only gotten in print, tape, or phone. Tape talking is done less now then before. Splitting of the clubs played a role in it. A couple of years after the club split Task Force 144th and insurance, and membership were all had for \$60.00. Before we bought all of them separately. Splitting of the clubs was due to bad behavior that the E-board couldn't correct because there were no rules of behavior in the rules. Since the MWC has become at least 2 members have been sanctioned because of bad behavior. I have no will ill toward the IRCWCC. I wish the all of the happiness and luck in the world. They will unfortunately loose HB and will no longer have a paper to read. I'm very sorry about that. I hope they continue to battle and have fun.

When the clubs split Fluegel had his largest membership ever, from both clubs. When the MWC offered a rag, insurance, and membership all in one that cut HB subscription in half. The final straw was Fluegel coming up on 20 years of publishing. A nice finish line to cross before the runner quits running. I hope Fluegel will ask John "Curly" Barrett for by line of HB in Task Force 144th.

In closing I'd like to thank Fluegel from the bottom of my heart. He published this rag for 20 years through fun, turmoil, not enough articles, lost issues, and very few late deadlines. I have a complete set of HB from when they came out in a binder, to the last issue. We owe him **BIG TIME** for getting and keeping the hobby going through this medium. Fluegel your child (this rag and hobby) has grown up and has a life of it's own. The hobby will be here when we're gone. If I were Allied I would say, "Well Done!" But I'm Axis to the core and I say, "Seig Heil! The Fuhrer is smiling on you!"

THANKS A MILLION D.W. FLUEGEL

Hi DW,

I just wanted to thank you for the great magazine. Since '97 it has been a source of information for me that would have been otherwise unavailable. Nice photos, good commentary, fun cartoons and lots of E Mail addresses. Now that I have the computer I can get around to other places but I will miss "our" little magazine. Thanks for doing it.

LT Bill G.

11th Naval Combat Fleet

## OLD HULLBUSTERS

I have about 4 file cabinet drawers full of original old Hull Busters. Printed at the same time as the originals, some very slightly yellow. I also have the original masters to make similar to new-old copies. They are one dollar each, 75 cents if I can hand deliver, like at Nats.

**Please do not resubscribe.** I do not want to mail checks back.

# 1744

## Balance

By Patrick Clark

At first glance you might think of this word as the ability to ride a bike or unicycle

without falling. This is true, but like so many words in our language it can have a number of meanings. For the past two years I have been in search of at least 3 of them in regards to this hobby.

The first area of balance that I was exposed to was that of battery size vs. overall weight of the ship and power capacity of battery Vs life on the water (current draw of the pump and motors). Our first ship was a 3 unit cruiser and while I had a pump that would output 1.7 gallons per minute it was also quite hungry for power consuming in excess of 8 amp of current. (ouch). We settled with a 7-amp/hr battery for maximum power and a pump that outputs 1.1 gallons per minute on a little over 3 amps. This combination has kept us afloat with a damage count of as much as 36 Above 15 On & 26 belows.

Another area of balance that presented itself was in the area of working

on the ships. I started off by wanting to do it all and just letting the kids battle and maybe change the battery and load the cannons. This is mentality fueled by the thought that the boys can't quite complete the task like I could. This maybe true, but they never would if I didn't let them start. (The meetings have helped.....Hi my name is Pat...well you know the rest) This is still a work in progress.

The most important area of balance that I have identified is that of balance between the hobby and family time. This hobby has the ability to be very addictive and therefore may provide the opportunity to spend time building or tinkering instead sitting on the couch watching a good movie with your family. Never pass up the opportunity to laugh with your family. My wife helps me with this and I am very grateful. Another source of help that I have drawn from in this area is an article written by Curly Barrett (I know, he is Axis, but he wrote a great article) titled, "How I won the war on 10 minutes a day". I can't remember what issue of Hull-busters it was in, but maybe the editor can add that information.

These are just a few of many the examples of balance within the hobby and I wish everyone good luck in maintaining balance within thir hobby life.

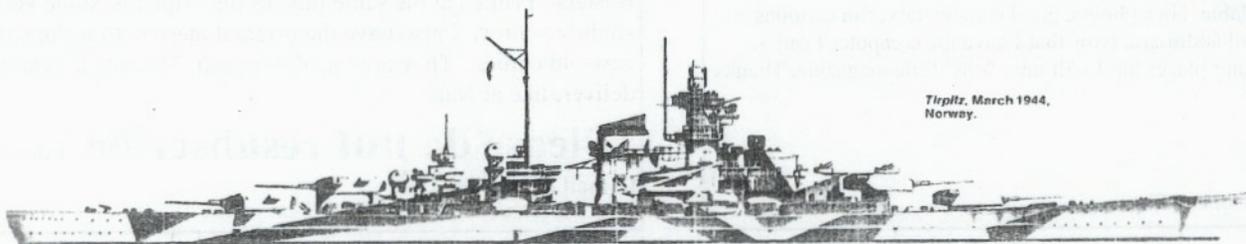
## SELF AGGRANDIZING

By Fluegel

I wanted this last issue to be a fun issue. One with lots of authors and visuals. Something for everyone. I did not mean to produce a "Fluegel's great" issue. It just happened. I admit I enjoyed this issue more than any other reader, but it was not my intent to produce something conceded. It just happened! Thanks for the tender heart, I feel valued, and I want to sincerely thank all the authors for thier kind sentiments.

It is with mixed emotions that Hull Busters closes, every page number saddened me, but life is a series of beginnings and endings. So let's enjoy the good things while we have them, like each other.

Hull Busters  
917 Hudson dr.  
Garland Texas  
75106



Tirpitz, March 1944,  
Norway.