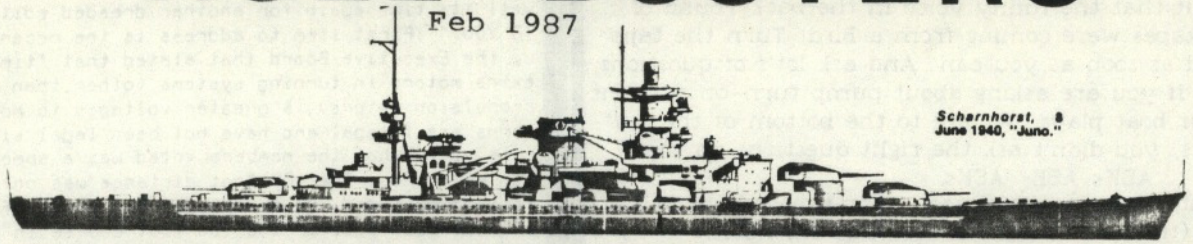
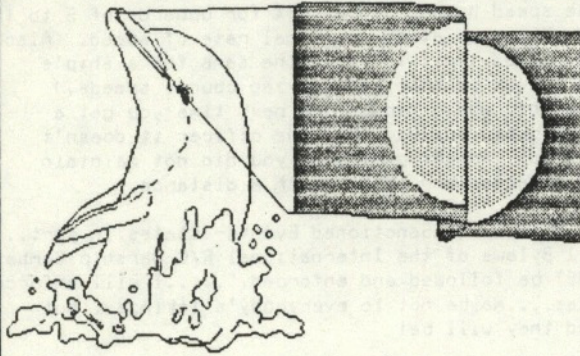


Feb 1987



Schernhorst, 8
June 1940, "Juno."

The Only Strictly R-C Warship Combat Publication



Peace Talks

By Mercury Peabody

After reading John Curly Barrett's gripping article and interview for Rookie of the Year, I sat back and asked myself, "What did he do, SO right, that it made him reliable?" First off, I noticed that he was Axis. I thought maybe it was just that simple, but in double checking the archives we ran across a case in the '81 Nats where an Allied ship was reliable. That shot the easy theory. It could of course have been his desire to impress his lovely fiance', Amy. But then I noticed the secret ingredient. He talked tapes! Some of you out there already talk tapes and that is great. This article is for the person who is interested in sinking the other guy, but can not quite get his Allied act together.

The first step in talking a tape is to find someone who wants a tape. That may sound easy, but there are people out there who either have no time for taping, or have no information to send back. I would suggest sending tapes to anyone who you are interested in. I personally had heard so much about Herr Fluegel that I could not wait to get a reply from him. Curly Barrett, on the other hand, was new to the hobby and my asking him questions may be a little like the blind leading the blind. Curly did, however, have lot's of insight to everthing, since he had asked each of his questions to ten different people. There are experts on guns, experts on pumps and experts on reliability. Take the Rodney, for instance. A reliable ship - you could always rely on it's being at the bottom of the pond

If you've never talked a tape before I would suggest getting an easy start into the taping circle. Pick one or two people - no more. Don't, for heaven's sake, try to talk tapes with everyone, until you see what kind of time it will take. Some people, like Dan Hamilton, will turn those tapes around so fast you will never seem to get the tape out of your house. There are three types of tape talkers to choose from:

1) Statisticians. These guys know how many Amps a Wah-Ming motor will draw on 16 volts with a near stall load after three hours of running on a multi-level, bitrancycal output resistor. If you ever want to know the numbers, these guys will have them, or make them up quick!

2) Propaganda Pushers. These guys are so fired up about the hobby that their list of "Top Ten Things To Do" has no three lettered words in it. They are very fun to tape with and have lot's of stories and opinions.

3) Friends. This is the most important part of the hobby and the best people to tape with. They will talk tapes even if neither of you are building a ship or planning to go to Nats.

Obviously people fall into more than one category and there are a few more categories that I didn't list because this is supposed to be a positive article. After you find someone to talk to you need a recorder and a tape. The quality of tape matters very little. Look at the "Poop" that Fluegel talks on. Those, not quite top of the line, tapes are very cost efficient. You only need a tape which can be played and understood. Don't get a tape any longer than 30 minutes. You may find that you will only fill one half of the tape. Fine! The first tape should be an introductory tape. "My name is... I'm building... I went Axis because!!!" Pretend that the tape recorder is a telephone and you are leading a very one sided conversation. You may want to write a list of questions down. Feel free to be yourself and do whatever is natural. My Intro tape from Stan Watkins included his eating dinner with the family. Lot's of people tape while driving, as that is their only free time.

continued on next page 7

GENERAL QUARTERS

This is no drill prepare for the Southeastern Spring Regionals. This is the ninth bi annual regionals to be held in Decatur. The lake, motel, and shop areas will be the same as in the past. We began giving out trophies for each ship class last regionals as well as the best of scale and the traveling trophies. This will continue. The event is to held the first weekend of May, Saturday May second, and Sunday May third. If we finish set up on Friday some individual combat could occur that afternoon as well. The entry fee will be from ten to twenty dollars depending on insurance cost. The amount of the entry fee will be known for sure by March first. The entry fee will be due by Friday April 24th or a five dollar late fee will be added. For additional information call or write Dan Hamilton or Mary Hamilton at Rt. #3 Box 558 Decatur 35603, 205-355-1563. Bye now see ya in the spring.

Dan & Mary

When you receive a tape, listen to it and take notes. I had to go back to my notes a year later to find out that the funny voice in the background of Carl's tapes were coming from a Bird! Turn the tape around as soon as you can. And ask lot's of questions. LOT'S! If you are asking about pump turn-on systems as your boat plays "Voyage to the bottom of the sea" at Nats, you didn't ask the right questions on the tapes. ASK< ASK< ASK<

And now.... the penalties for tape talking.
(these are not recorded, but are noted)

- 500 points for not finishing a tape. (at least one side)
- 50 points for incoherent rambling. (Accumulative)
- 200 points for falling asleep on tape (it happens)
- 25 points for forgetting the person you are talking to
- 100 points for bad mouthing someone in the hobby
- 500 points for bad mouthing the person you are talking to.
- 25 points for Coherent rambling (boring)
- 300 points for reciting old text books aloud.
- 100 points for poor quality tapes.
- 100 points for each month tape is not returned.
- 200 points for being Allied. (comes with the territory)
- 50 points for not taking notes from earlier tape.
- 0-1000 points for singing. (Fluegel, they made me say this)

I hope to hear from lots of new people. Happy Hobby!

A tale of the sea

THE SOUTHEAST FALL REGIONALS BY MIKE DESKIN

On October 19th the Hamiltons hosted the S.E. Fall Regionals in Decatur Alabama. The participants were as follows.

Steve Milholand	U.S.S. Alabama
James Foster	Vittorio Veneto
Jim Lisher	Svent Istvan
Jeff West	U.S.S. Indianapolis
Dan Hamilton	H.M.S. Valiant
Mike Deskin	H.M.S. Hood

Most battlers showed up on Friday and spent the day running speed tests and such with the exception of Steve who was ready for action. There were two video cameras on hand. Mary ran one while my brother Sherman, Fred, or Bill or whoever ran the other. So we ended up with some excellent coverage. Saturdays battling commenced with the teams being.

BLUE	RED
Vittorio Veneto	Alabama
Valiant	Svent Istvan
Hood	Indianapolis

Light wind Mild seas

As battle opened it appeared that the shot heard around the world was fired by the Svent Istvan at the Valiant which led the blue team into the fight. Valiant concentrated on the cruiser, Hood ran amuck of the Bama and Istvan, and V.V. concentrated on the red fleet. The CA would run through her teammates and they would close the door on her persuers. After 8 minutes the CA was off 5. this meant her teammates would concentrate on the Hood a little more. She was down by the stern and listing slightly to port. I found that I couldn't get the water to Hoods bow pump and the stern pump wasn't working. After a long stern chase by the Alabama, Hood headed for

continued on next page ↗

NATS TO YOU

Well its time again for another dreaded edition of "NATS TO YOU." First item to address is the recent decision by the Executive Board that stated that 'timer circuits, extra motors in turning systems (other than normal propulsion motors), & greater voltages to motors during turns are illegal and have not been legal since the 1985 rule vote. What the members voted was a speed limit rule for each ship. The 100 foot distance was only for testing purposes. An example is the group of ships that are allowed to cover the 100 foot course in 22 seconds. That speed rule means that the rate of speed for those ships is 4.55 ft per second. Timer circuits in the motor systems allows ships to have a burst of power that can increase speed by as much as 50% for upwards of 5 to 10 seconds, Thus violating its legal rate of speed. (Also a ship's speed limit is still the same for a ship's forward and/or reverse and zig-zag course speeds.) lets see what would happen the next time you get a traffic ticket, and you tell the officer it doesn't mean you were speeding because you did not maintain an illegal speed for such & such a distance.

Second; Article 5: Sanctioned Events- states in part...
"...All Bylaws of the International R/C Warship Combat Club MUST be followed and enforced.".....I will enforce the rules....maybe not to everybody's likings...but enforced they will be!

Third; In response to the "Nuts to You" article in the Dec '86 issue. (A) If your ship is legal what does it matter to you if its tested or not? Such a negative reaction to testing tells me that your ships may not be in compliance with 'our' rules. This of course may not be the case. Please take note of the following rules. Under the Bylaws 2. Construction & Class Rules:

A. Construction & Specifications: d. states that the "Hull hardness testing (as described...) shall be by challenge only. The challenge (except if Contest Director at a club sanctioned event) shall submit to the same test at the time of challenge.

E. Guns

4. "...the Contest Director shall determine compliance both with shore testing and firing characteristics during battle."

These two clauses enable me to test these two areas without question. While testing hulls I will look at the other areas in ship as I will also be a combatant! Now pay close attention: Also under the Bylaws

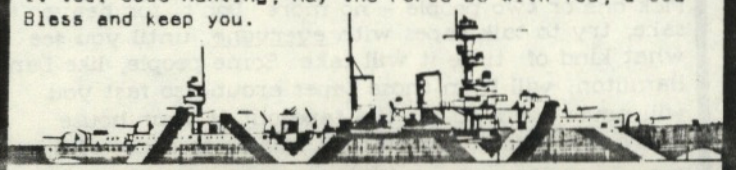
J. Violations

4. "If a ship is in violation a secret ballot will be taken among all participating captains (both sides) to decide if the violating ship can compete without correcting the violation. If one dissenting vote is received that ship CANNOT compete until the violation is corrected." Now since I too will be battling, I can cast a vote too. (Remember, it only takes 'one' dissenting vote!)

That reminds me, if you see a violation and you don't want the violator to know you turned him in. Just let me know and I'll take care of it.

Now for the elimination of sortie averaging, you stated it had no place in the rules. (I agree with you.) However it is in the rules. No. 4 Awards. 6 la & lb. I am sorry I stated the recommendation the way I did. It should read"So not to violate the rules what say we require a minimum of 100 sorties to be eligible. This is to be voted on by the combatants at the 'captains' meeting at the NATS."Better? Just an old sortie, uh Stan?

There is another article in this rag somewhere about the new rules and what it means to you at Nationals. So read it too. Good Hunting, May the Force be With You, & God Bless and keep you.



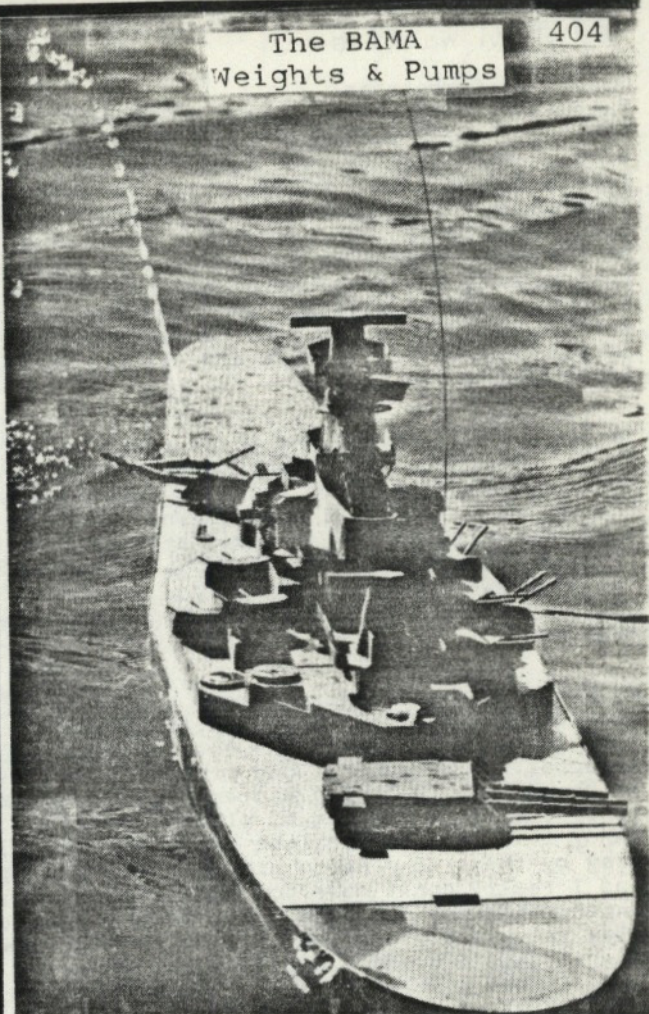
Mom Writing her Allied Son
Dear Terry Darby

Im writing this slow cause I know you cant read fast. We dont live where we did when you left. your dad read in the paper where most accidents happen within twenty miles of home so we moved. This place has a washing machine. The first day I put four shirts in it, I pulled the chain and hadnt seen them since. It only rained twice this week, three days the first time, and four days the second time. The coats wanted me to send you, your Aunt Sue said it would be a little to heavy to send in the mail with them big heavy buttons, so we cut them off and put them in the pockets, we got a bill from the funeral home, said we didnt make the last payment on Grandmas funeral bill up she comes. Your uncle Stan fell in the whiskey vat. Some men tried to pull him out but he fought them off playfully so he drowned. We cremated him, he burned for 3 days. Three of your friends, Steve, Dan, & Jeff went off the bridge in a pick-up. One was driving the other two were in the back. The driver got out, he rolled down the window and swam to safety. The other two drowned they couldnt get the tailgate down, well, will write later. Love Mom

P.S. I was going to send you some money but already had this sealed.

The BAMA
Weights & Pumps

404



of the aforementioned chase, obviously to Vals approval. To end the sorry Istvan sank on 5. RED 3770 BLUE 3650

Upon recovery of the Hood damage was found to be intensive, hits were 3 above, 1 on, and 6 below the water line. Additional damage was starboard motor seized due to internal corrosion, rudder lost, broken off at solder joint due to hitting obsticals upon sinking, and turning system, wire in harness faulty at times, usually in heat of battle. And last but not least, stern pump fuse blown.

F2 S1

The sorry started without Hood, rudder adjustment, with Val chasing CA and V.V. after Alabama and Istvan. Upon entering the fight Hood was called into the chase of the speedy cruiser, but before she could catch her the Indy had ran aground and sank. Once again the Hood found herself being chased by both of the enemy capital ships. Val soon went on 5 and V.V. had to bail out Hood. The sorry ended with some Springfield club action.

S2

Battle starts, Val in for rudder adjustment, both enemy capital ships concentrated on Hood which withdrew to awate the arrival of Valiant. Soon the fighting got hot and the Bama got rammed and came in to check, so it was Istvan against the world. He was scrapping it out with the Hood for a good while until the Veneto showed up and allowed Hood to excuse herself to lick her wounds. Bama soon took up the chase and Veneto had to bail Hood out again, this time on a lesser scale. Upon limping back to shore I found everyone on 5 so Steve charged over and fired a shot across my bow at point blank range so my answering salvo landed in

continued on next page →

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the channel, and upon entering she sank by the stern. At full speed her bow rose out of the water clear past B turrent. Sad but pretty. The sorry wound down to a close.

Sorty 2

Start of battle Valiant chasing CA with V.V. trying to tie up the heavies. Soon Indy found both enemy capital ships in hot persuit and couldn't get back to her teammates, until she grounded and became the center of attention. This allowed her mates to catch up and the battling was fierce. 7 minutes in the Indy went down and the Valiant went on 5. This found Val in a bad situation, on 5 and running at full speed from the Bama who could match her speed. V.V.'s intervention caused the termination

OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins

Greetings Combatants!

The Dallas "Micro Mini Winter Nationals" was a blast. It will probably become a regular annual event. Each year between Christmas and New Year's Fluegel and I get vacation (at least as long as he's a teacher). So we decided to have a get together at his house each year, to either battle (if the weather permits) or to have a ship repair, building, or detailing session. Fluegel would be willing (and have room) to host a few other guests (at least during the day). So put that on your agenda and talk to Fluegel. I get Paul's room.

If you have any relatives in or near Dallas you could maybe spend the nights with them and come over to Fluegel's or to the Lake depending on the weather. You will probably not have the wonderful hostess that I had (Kathrine will have to work those days of 1987). Thanks Kathrine, the meals were Great! I hope you are not normally that nice to Fluegel, he'll get spoiled.

We also discussed other topics. There seems to be a lot of emotional excitement over the activities of the Board and the Contest Director. I decided (along time ago) that Even if changes in the rules happened that I didnot like, I was still going to play the game and enjoy it. Tell me what the rules are and I'll play by them. I want to play R/C Warship Combat and I really don't care too much what changes or interpretations are made. I'm still going to play because it is a lot of fun. We all know how it should be done but, hey its still fun when it has problems. So I'll take my turn system out of my Oregon City and hope she doesn't turn into a big fat turkey. If she does, I'll build something to suit the new interpretation. I will be battling! I hope you will be too. It is much more fun with all of you, but it was fun with just Jeff Poindexter, Fluegel, and I. It was fun in Dallas with Jeff and Scot Lide, Tom Harrison, Fluegel, and I. So come on, we can take any interpretation that can be dishd out as long as we get to battle. I've played when I was the best and I've played when I was the worst and it is still great fun. Even a horrible interpretation can do nothing more than cause you to be the worst. I lived.

Let's Battle (whatever the rules)

Stan

→ continued from previous page

his superstructure. Once again he closed and his point gun was brought to bear at close range, a beautiful set up and Hood was only crawling out of range, but the salvo came from his pumps. Yes folks, he was showering my ship off. It appears on tape that his warning shot may have been fired by accident while attempting to turn on his pumps. So to this day I don't know if he was aware of my burst or if he was deserving of it. We can take it up on the lake next year Steve. My appologies none the less...!

Saturday evening I spent building a rudder and wiring my pumps, I put them on their own set of batteries due to the excessive current drain from both pumps and motors. With Veneto on the other side I would need to run for longer periods of time.

Dan Hamilton



	Sunday	F3	S1
	Red		Blue
	Svent Istvan		Alabama
	Indianapolis		Valiant
	Veneto		Hood

STIFF BREEZE CHOPPY SEAS WORRIED HOOD

Battle opened with Val chasing the Indy towards one end of the lake and the Veneto chasing Hood to the other, this left Bama to spar with Istvan. Hood had a bow, stern, and a port gun, with the port gun pointing off the port quarter. I'd use my stern gun until the enemy came up alongside then use the bow gun. Veneto was slowly overtaking me so after a few shots from my aft gun I slowed to let him catch it from my side mount and found that he came up to fast. Now I was getting pounded so I hit reverse. Well for anyone who has ever seen the Veneto in reverse you know where that got me, worse off, so once again it was a running gun battle. Hood doing most of the running and Veneto doing most of the gunning.

Meanwhile Val was doing a good job of chasing the Indy when she backed into him and holed him to the point of duct tape. Veneto slowed up to take some of the heat off of the cruiser, who was in the sights of the Bama, and Hood exchanged a few with the Istvan. While I was getting bested by the Istvan I noticed the Indy standing off a few feet in front of the VAL, both were running at high speed. So I figured I'd show Dan what the battlecruiser was built for. I entered the chase with an empty bow gun so upon passing close aboard the British flagship I saluted and settled down for a not so long stern chase before pulling ahead of the enemies starboard bow. So with only inches of space I crossed the enemies path and cut my engines to bring my gun up in the stern. For all the pain and time I could only bring up one hit for sure, but it was really nice to watch on vidio. So as the cruiser passed by, his wake washed compleatly over my aft quarterdeck from port to starboard. Talk about wake up and smell the salt water! Pumps on, all stop! I almost suffered the same fate as Exeter at the 85 NATS. Death by flooding.

NOTICE! NOTICE! NOTICE! NOTICE!

The information that was published in the last edition of Hull Busters concerning turning systems was not entirely accurate. The "News Flash" did contain points that had been discussed by the members of the Ex. Board, but at the time there had not been a vote as to their adoption. The Boards interpretation of the speed rule as adopted is as follows;

- 1) A ship may not exceed its maximum allowable speed in any direction of movement, either forward, left or right turn, or in reverse.
- 2) A turning system that enables a ship to exceed its maximum allowable speed in any of these directions will be an illegal system.
- 3) A throttle system that enables a ship to exceed its maximum allowable speed for any portion of a measured 100 ft. run will be an illegal system.

As you can see, we have not disallowed the building of turning systems, but have stated more clearly what is legal and what is not legal as pertaining to the intent of the speed rule. An article going into more detail about this subject will still appear in the Feb. issue of Hull Busters. It was to have been presented at the same time as the Boards interpretation but it didn't happen that way.

It is recommended that if a turning system other than "normal" is used, be sure that the ship falls within its allowable speed. Also make certain that the throttle used in the ship meets the standard outlined. Doing these two things could save you both time and money, and the need to do a minor refit at lakeside.

Also, it was stated that all the rule proposals on the ballot passed. After a recount there was one proposal that did not pass. Proposal number 10 did not pass as first reported. Look on your records to see what this proposal was about.

The Executive Board

Well it is 0100 in the morning and I am sitting here at work trying to get out a brief article for Hullbusters so everyone will have an idea of what the new rules for the upcoming season will be. The results can be summed up quite easily. Everything passed. The following is a synopsis of the voting. Since everyone who voted fought in the Nationals you can double the numbers to get the appropriate results.

Should the ballot count? 25 YES 0 NO

	Yes	No
Proposal #1	25	0
Proposal #2	19	6
Proposal #3	22	3
Proposal #4	23	2
Proposal #5	21	4
Proposal #6	22	2
Proposal #7	20	5
Proposal #8	21	4
Proposal #9	24	1
Proposal #10	15	9
Proposal #11	25	0
Proposal #12	23	2

Executive Board Powers

#1	25	0
#2	22	3

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If the Yes-No vote does not add up to 25, it implies that there was an abstention vote on that particular proposal.

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Valiant was still chasing that pest cruiser with Veneto returning the favor. Bama and Istvan were working each other over so I joined in the chase with Valiant. Soon the cruiser was off 5 and both enemy heavies were on 5. Bama and Val went after the slower Istvan as did the Hood who was 100 feet astern. Seeing the chance of overtaking the prey at that range I took the time to lob a few long range shells at the Veneto who nobody could catch. I was hoping for one of those long plunging hits we Hood fans have read about so many times. No such luck today! So Istvan it was. He managed to come out pretty good. It was nice to have our entire fleet steam back to port in a line ahead formation.

RED 2020 BLUE 1330

S2

I knew Veneto would be going for the Hood for the sink points and I planned to chase the cruiser. the fighting started in the middle of the pond and stayed there for a long time. Everyone was willing to stay in close and shoot it out which was nice for a change. Istvan got alot of hits on Hood but while doing so took numerous hits from the Bama. Steve had to bail me out once when I was pumping hard and V.V. was closing in. Both boats lost X turrent and Hood lost port prop.

RED 2020 BLUE 1330

After battling was officially over we had a free for all minus Jeff who had to leave. It was slow at start but after a few minutes it was fast and fun. Val was empty in 4 minutes and Hood after 5 due to radio problems which turned out to be a low reciever battery. So it turned out to be a Springfield club battle in the end. No one sank. We didn't score damage but I took 360 points, all above, 8 green and three black. I heard each one of my opponents ended up with one of my shells aboard. continued from previous page ↗



Foster bedecked in his warrior armour.

Another item which I would like to cover at this time is the subject of points for the preceeding year. Due to a lack of sufficient data, I can not give an accurate total for the year. I will however supply a list which includes the totals I have from Nationals and a few of the events for which I have received results. These come mainly from the Northeast and a few battles fought after Nationals in Springfield.

1 Foster	10784
6 Schneider, M	6059
25 Lide J	967
9 West, James	5535
20 Roberts	2268
2 Camurati	7903
7 Deskin	5931
10 Shepard	4933
A-12 Lisher	4272
3 Schultz, R	7294
8 Fluegel	5854
11 Haynes	4452
22 Schneider, B	2105
19 Barret	2403
4 Milholland	7117
13 Darby	4015
B-12 Jass, J	4044
23 West, Jeff	1513
19 Hamilton, D	2674
24 Dees	1096
14 Poindexter	3846
5 Hayes	6121
18 Schultz, D	2930
16 Watkins	3232
21 20 Jass, T	2231
26 Uttech	926
27 Pearce	638
28 Stevenson	468
29 Hamilton, M	240
17 Amend	3063
15 Montgomery	3393

I'm sorry I can not give you a better picture of where everyone stood for the year. One last comment. I want to apologize to anyone who did not receive a ballot for this years ballot. In the future we will have to try harder to prevent this oversight from occuring. Thank you for your patience.



Gneisenau, November 1940, Battle.

QUADRANTS UNCOVERED

--by Jeff Poindexter DEC. 27, 1987

While working at my drafting table the other day. I over heard my wife, Kay, and my oldest daughter, LaDonna, discussing the problems involved when building a battleship. They were sitting on the couch in the living room doing their latest latchhook projects, and this is what I heard.

Key: LaDonna, I know you found a loophole in the rules concerning the "uncovered quadrant" of a battleship. Just because 'quadrant' means one-quarter or 90 degrees by definition doesn't mean thats the way the club uses it in the rules.

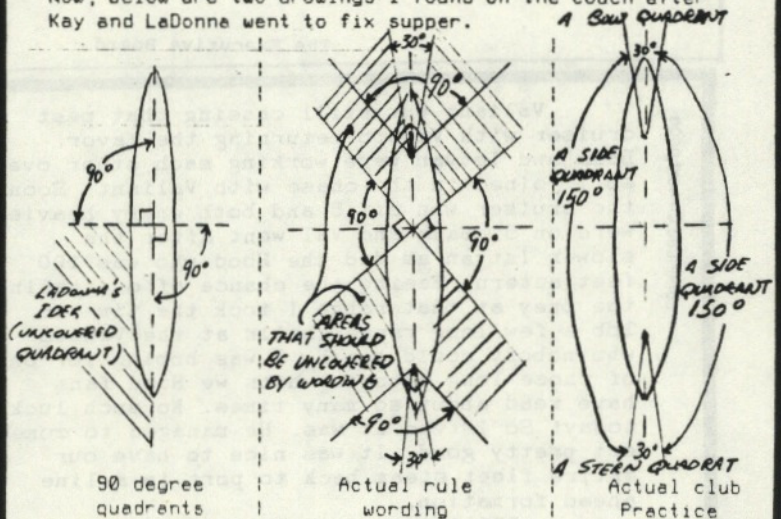
LaD: But Mom, do we go by definition of actual wording, by the way some people think a rule is worded, or by previous practices.

Key: That is something that has given the Contest Directors headaches for years. In the case of the "uncovered quadrant" the club has really defined quadrant, as a side, not as "a radius line subtented by a 90 degree angle." Now this means the 'bow' and 'stern' firing guns cover a 'quadrant' of only 30 degrees each. 'Side' firing guns cover an 'quadrant' of 150 degrees each.

LaD: So that means, if I build a battleship, that I cannot have gun off each side, both bow and stern, even though there is 90 degrees between them.

Key: Thats correct.

Now, below are two drawings I found on the couch after Kay and LaDonna went to fix supper.



How about that. Looks like we need to discuss the rule wording at the rule committee meeting in July.

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I'd like to thank DAN and MARY for a great regionals once again and for their hospitality. I really enjoyed the meet. To all of you who couldn't make it I'll express best wishes for a happy holiday season and I hope to see you all next year. To all my teammates at the meet I want to say thanks for the support and to all of my foes I guess it's thanks for the excitement and fun. Jim was by far the most fun this meet because he would close in and run circles around me and yet we stood talking calmly back and forth. I expanded alot of shots at him that missed but it's great to watch the splashes on vidio.

Fred said he'll see ya'll next year. However his sights won't be mounted on a camera.

M. W. Deskin

Milholland rammed in neck by Alabama.



PRESIDENT'S COLUMN

by David Haynes

This battling year began with the hope that our club could procure insurance from a source other than NAMBA for reasons of cost and more say concerning our own safety rules. There have been several avenues or options checked by the Ex. Board. First, the National Rifle Association was contacted. Some preliminary contact had been made with them by the Ex. Board last year and it was hoped that this year the club might be able to be associated with the NRA. As things have turned out this year it became evident that the association with them would not be possible. The IMPBA was also contacted this year with the initial reaction by IMPBA being that we would be able to join their organization. On further checking and speaking to people in the higher offices of the IMPBA, it was discovered that we would not in fact be covered by their insurance. The third option was the AMA. This is basically a model airplane organization, but is beginning to encompass boats and cars. The AMA would and could cover the individual(s) battling, but would not cover site insurance. The problem with this is that in the case of our Nats site, Springfield Mo., the city will not let us battle unless we have site insurance.

So, as you can see the available options were searched without turning up a better organization to be affiliated with than NAMBA. With this in mind, how do you join NAMBA? For this year there is a somewhat different method. We can no longer join as a "national" club. Each state must join separately which means the club in your state would join as, Texas Division International R/C Warship Combat Club, or Oklahoma Division International R/C Warship Combat Club etc. If your club already has a name then that would do as well. As well as joining NAMBA, you must also join the International R/C Warship Combat Club. This you can do by sending 10.00 to Dan Hamilton. If you happen to be the only one in your state in R/C combat, then you will have to join NAMBA as an individual. You must be a member of both to participate in any sanctioned combat event, so join as soon as you can.

The following is the address to write to for membership forms and information about NAMBA;

N. A. M. B. A.
6073 Sunrise Dr.
Lower Lake, Calif.

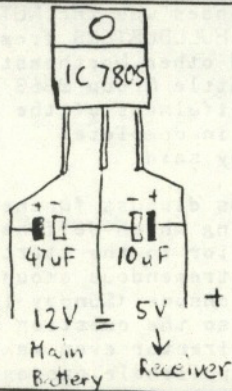
95457

To join the International R/C Warship Combat Club, write to;

Dan Hamilton
Rt. 3 Box 558
Decatur, Ala. 35603

THE 1986 SURVEY

1. Would like to see rules made to force the simplification of ships systems.
2. Would like to see turning systems eliminated to symplify ship construction.
3. Would like to see the substitution of 3 solid ribs (vertical transverse bulkheads) for each pump in current rules (pumps would be completely eliminated) to simplify ship systems.
4. Would like to see gun magazines reduced to 30 BBS to reduce the "megakill" type damage at Nats and to aid in the elimination of pumps as in the above suggestion.
5. Would like to see a maximum of one pump per ship (only for ships which already are allowed pumps.)
6. Would like to see no more "cheaters" at Nationals.
7. Would you support legislations outlawing any form of turning system?
8. Do you feel timed relay systems which give a few seconds of high voltage followed by a lower voltage (to give an increased initial acceleration) are violations of the speed rules?
9. Do you feel the restrictor tube gun with proper engineering can be made to shoot a BB with as high a muzzle velocity as the "O" ring gun?
10. Would you support legislation restricting the firing pressure of any gun even though this would require the use of heavy and expensive (\$15-20) regulators?
11. Do you feel safety is the most important issue in our hobby and always will be?
12. Do you feel crowd protection is the best way
13. Would you be willing to pay significantly higher club dues to finance crowd protection devices?
14. Would you be willing to attend a regionals or nationals with no insurance coverage?
15. Would you be willing to sign a legally prepared waiver of liability in such an event a no insurance coverage?
16. Is this hobby really worth the hassles' and worries?
17. Do you feel that any rules about turning systems, gun firing pressure, muzzle velocity, etc. are enforceable given human nature with it. loop-hole desires and the true difficulties of checking for compliance to the rules?
18. Do you think surveys like this one serve an useful purpose?
19. Would you support legislation requiring the use of plastic spheres instead of BB's as ammo for safety reasons even though their cost would be about ten times as much?
20. Would you like to see a simple device built and sold which can be used to check the muzzle velocity of a gun to meet some standard for maximum allowable muzzle velocity?
21. Would you use a muzzle velocity device religiously with no tweaking after testing?
22. Do you feel the possibility of someone not using the muzzle velocity device correctly (cheating) makes the use and development of such a device a waste of time?
23. Should ships be allowed to use a "Terry Turning" system in addition to the standard rudder(s)?
24. Would you battle your current ship without an enhanced turning system?
25. Do you feel an enhanced turning system allows a larger variety of ships to be competitive?
26. Would you be in favor of a "performance" regulated turning system?
27. Should a ship's speed be limited in reverse and turns as well as forward?
28. Have you stopped beating your wife yet?



NO MORE SEPERATE
RECEIVER BATTERY!

COSTS ABOUT \$3
WEIGHS VERY LITTLE

By Petar Futschik

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
YES	16	9	9	11	8	16	8	19	11	13	19	13	13	17	15	11	15	20	11	12	17	9	17	17	14	13	23	1
NO	9	13	13	13	16	8	16	4	11	11	7	8	9	4	7	8	8	5	15	13	7	13	5	5	8	5	0	1

A COMMENTARY by Old Man Jass

In the four summers that I've been battling, our hobby has come a long way. The ships have become more reliable (due mainly to the Foster gun and pump design), the battles more realistic (due mainly to the speed rules, I believe) and the meets have become safer (due to separate tweaking areas and safety glasses for spectators). But, as always, there is a monster lurking just over the horizon -- special turning systems and "speed cheaters" threaten to upset the balance that we have attempted to reach using our construction and battling by-laws.

I hereby announce my opposition to special turning systems. I define special turning systems as: using two screws while cruising and four screws while turning; using 6V for cruising but 12V for turning, etc. These systems allow model ships which are faster in turn mode than they are in straight running and model ships which turn in unrealistically small circles. The variable voltage approach favors the ships with large hull capacities -- and we will see battleships which can out turn cruisers. The "Terry" turning system is small and light and can be used by ships of all sizes, but it too is an artificial system. In the open seas, real warships do not stop some screws while the ship is turning. Our present rules establish different rudder area maximums for different ship types; these areas are reasonable and will produce model ships with turning radii similar to those of the fullsize ships we model. Unless we want to see BBs which are more agile than CHs and CLs, let's ban turning systems.

I believe that our present speed rules are a great step forward in realism. I voted for them without realising the tremendous effect they would have on my HMS RODNEY. She is now a 22 knot pig -- just as her fullsize counterpart was. However, I'm still a strong supporter of speed rules because a model of the RODNEY should not be able to outrun the IOWA just because I can afford to put 24V of batteries and \$60 motors in her. I believe the use of "speed cheaters" is as detrimental to our hobby as turning systems. "Speed cheaters" are systems such as: timing

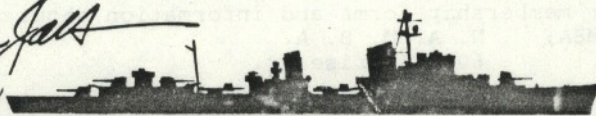
circuits which allow a timed burst of high voltage to be pumped to the motors as a ship gets underway; circuits which allow the use of four motors for a period of time while accelerating but the use of only two motors normally to stay within the speed rules; high voltage reverse systems which enable a ship to be faster in reverse than forward; etc. Here again my argument is that these systems produce ships and battling scenarios that are unrealistic. If we don't act we may see a fleet of model ships cruising around in reverse during an entire battle -- at the equivalent of 40 knots. A fullsize ship accelerates slowly from a stop, gathering full speed gradually as the engines overcome the weight and friction of the ship. Warships do not screech to a stop in 100 feet like grand prix racecars. Warships are not faster in sustained reverse than in forward (except, perhaps, those of the Italian navy where the ability to retreat was paramount). Our ships should, within reason, mimic the behaviour and characteristics of fullsize warships. CHs should be more maneuverable and be able to stop faster than BBs.

Banning both turning systems and "speed cheater" systems will keep our battling more realistic and also simplify the design and construction of the models. Advanced technology is fun, but constant ship rebuilding is not. And, in my opinion, rebuilding a ship to make it more unrealistic is opposed to one of the characteristics that I like about our hobby.

I propose that we require that the propulsion system that we use in our ships when they are in cruising mode (number of powered screws, battery voltage to the motors, etc.) is the same system that we must use while turning or in reverse.

The RODNEY will not return...

Tom Jass
Tom Jass



SCRIPTURAL REFERENCES TO R/C COMBAT By Stan Watkins

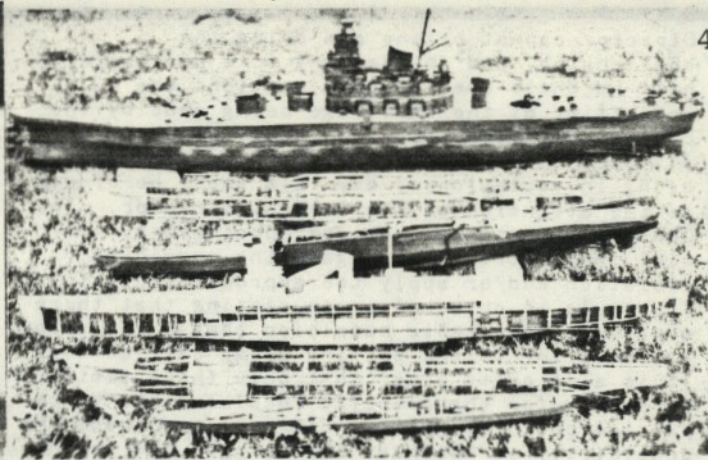
In searching the Bible for verses that might be referring to R/C Warship Combat, where should one look? Well, that's a good question. Our scale is 1/144. Maybe the 144th chapter of some book of the Bible. Mine is the New International Version. Let's see, what book has lots of chapters. Hum. Oh yeah, Psalms does. Let's look up Psalms 144. Hum. Start the search with verse one. "Praise be the Lord my Rock, who trains my hands for war and, my fingers for battle." Wow, BINGO! That wasn't hard was it. And after we have been sunk by Axis swine we'll try verse 7, "Reach down your hand from on high; deliver me and rescue me from the mighty waters, from foreigners whose mouths are full of lies, whose right hands are deceitful." Well, does anyone else have some good scriptural references. Let's hear them.

AN OPEN LETTER TO JEFF POINDEXTER

Jeff has asked for comments on some of the ideas he has put forth in his NATS TO YOU column. One of the responses was the NUTS TO YOU! article in the Dec. HULLBUSTERS from the Maryland Attack Group and other Northeast battlers. While we of Battle Group BB63 are not quite sure of the tactfulness of the title of their article, we are in complete concurrence with what they said.

To begin with, let us discuss further the "blanket Challenge" testing which Jeff has said will be done on Sunday prior to the start of battling. Excluding the tremendous amount of time such testing would consume (Sunday isn't long enough), There is also the question of the legality of the contest director even making such a "Blanket Test". Applicable passages in the rules are, sec. II, para. A,1,d for hull hardness testing; sec. II, para. E,4,a for gun testing; and sec. II, para. I,2 for speed testing. These three rules all state quite specifically that testing is to be by challenge only. Admittedly this does not say the Contest

Scott Lide
I-35
will dive!



AT THE TEXAS DOCK YARDS

Above: Scott & Jeff Lide's Yamato; refit pending rule interpretations. Frame of ship just below the Yamato is Scott's heavy cruiser Maya. Construction has been slowed pending rule clarifications. Same photo, next ship, the Kumano. A heavy cruiser already battle hardened. Built and battled by Jeff Lide. Same photo, the frame and superstructure of Dirty Dave Haynes' heavy cruiser Suzuya. Still, the same photo, you may be able to see Scott's Jinsu. This is a light cruiser who's construction has been slowed as final rule clarification is needed. The bottom ship in the same photo is the Jap destroyer Ariake. She is being refitted to improve seaworthiness (She sank in her first action).

President
Dirty Dave
Haynes and
Suzuya

Fluegel's Scharnhorst.

I "hold"
it too!

Jeff Lide
holds his
Kumano

Paul Parisot
with his
Prince Eugen

Paul's Prince

continued from 404
 Director cannot be the one doing the challenging, and in fact the rule dealing with hull hardness specifically mentions the possibility of the challenge being made by the Contest Director. However, the rule in sec. II, para. J,2 states "Any ship suspected of being in violation of any rule shall be brought to the attention of the Contest Director. The Contest Director or someone appointed by him will immediately investigate the suspected violation and/or apply the appropriate test." This rule is quite clear in stating that there must be a reasonable suspicion that a violation exists prior to the testing being carried out. It is also quite clear that only those tests necessary for the specific complaint are to be carried out. Legally, this rule precludes the possibility of "Blanket Challenges" due to the fact there is no prior indication of any violation in any of the ships (excepting those few which may have outstanding Citations of Non-Compliance). The whole issue is so sensitive, however, that we of Battle Group BB63 would like the Executive Board to determine under the auspices of their interpretative powers whether the Contest Director has the legal initiative to issue a "Blanket Challenge" or not. This would, we feel, save a lot of hard feelings on both sides of the issue.

Another area we would like to comment on deals with Jeff's plan to establish some kind of size ratio formula for the water tight boxes to be carried in the ships. We can state quite firmly that any attempt to do this is definitely outside the powers of the Contest Director due to the fact that a very specific rule already exists concerning the allowable size of water tight boxes. This rule is sec. II, para. A,5,a. It states "A watertight box(es) may be used for the purpose of protecting electronic equipment. This box(es) shall not have sufficient bouancy to prevent the model from sinking (for the purposes of defining this paragraph only, a sinking is defined as a model that will completely submerge)". This rule is already specific and not subject to any interpretation. If Jeff

would like to see a formula established to govern the size of watertight boxes, he will have to submit it as a rule proposal to be voted on as is any other new rule.

The other sticky subject is that of awards. The rules are quite specific on this score as to what awards may be given and how they are to be given. The exact number of sorties to determine qualification for an award is not set by the Contest Director but by the participating Captains. And as the only way all the participating Captains can have their say about the number of sorties is at the actual annual championship, this number cannot be established until the Captain's meeting on Sunday evening prior to the start of the championship the next day. If the majority of the Captains agree to setting the sortie limit at 100 or such other number to ensure that no sortie average awards will be given out, this means only the Von Fleugel Traveling Trophy, Rookie of the Year, and Best of Scale awards can be issued. The rules are also quite specific in stating that no other awards can and will be given at the annual championship except ribbons and stars. Jeff's idea to give awards to the most effective allied and axis ships are thus precluded by the rules and is not permitted. Battle Group BB63 is making a rule proposal about restructuring the awards procedures by making all awards except ribbons and stars voted awards and thus independent of the points whether raw score or sortie averaged. It may also interest you to know that sortie averaging has been the method used for award determination at all annual championship battles since and including 1983. That is four years of sortie averaging with no disasters yet.

To conclude, we agree with Jeff's contention that until we start living by and enforcing the rules we have, we will lack the respect of older, established hobby/sport clubs. We just wish Jeff would study the rules a bit closer so he does not fall victim to the very problem he himself said we must eliminate, a lack of strong adherence to the rules.

submitted by Battle Group BB63
 Springfield, Missouri

Steve Milholland
 James Foster
 Jim Lisher

POSTSCRIPT: Due to some problems brought to our attention after the last annual championship, we are going to have to confine all Captains who have a ship on the water during a battle to the West bank of the lake. The boundaries will be the bush at the Northwest corner and a point on the wall just South of the southern end of the Southern Island. Rop barriers will be set up to prevent easy exit beyond these limits. Once a battle starts, the only way a Captain can leave the area is after his or her five minutes is up. We are requiring this for reasons of safety and is purely a local decision by the host club Battle Group BB63. Jeff is blameless so don't blame him for this one!

1986 Nationals Balance Sheet

Shown below is an Income Statement and an Expense Statement for the 1986 Nationals.

INCOME: Entry Fees

Ten individual @ \$30 each.....	\$300.00
Six individual @ \$33 each.....	\$198.00
Three families @ \$42 each.....	\$126.00
One family @ \$45 each.....	\$ 45.00
Total.....	\$669.00

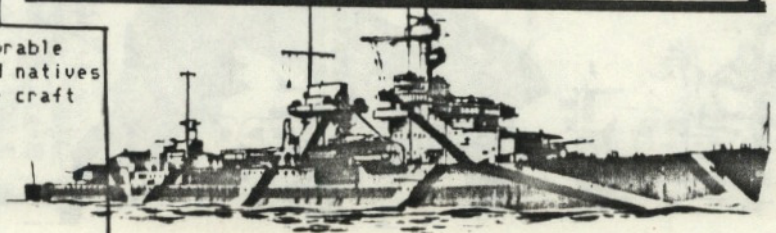
EXPENSES:

Stamps & envelopes.....	\$ 24.10
NAMBA sanction.....	\$ 10.00
Awards (9 plaques).....	\$102.00
Lake chemicals.....	\$274.84
Safety line & materials.....	\$ 20.10
Total.....	\$431.04

TOTAL PROFIT:(Income - Expenses).....\$237.96

Once again, thanks to everyone who made the 1986 Nats a memorable event (at least for the Axis), especially to the Springfield natives who prepare the lake for battling and arrange for use of the craft center.

Tom Jess
 Tom Jess
 1986 Contest Director



Assorted Controversies
By Chris Pearce

Well, while I'm at it I might as well try to bring another couple of subjects to light. It seems that things have stabilized to some extent, so all that remains to be done is refine things somewhat. As it is, we still have a ways to go to find perfection...

One of the areas which seems to have begun, in some areas, a stir is magazine capacity. It is just too much. Many ships don't even manage to empty their magazines anyways, and when they do, the result is a bunch of ships with hundreds of holes in them. A nasty situation indeed, when ships come back looking as if they caught it from a spurt gun almost. A current idea is to down it to 30 b-b's per on big ships, and maybe 20 on the little guys again. This way, the damage we could inflict would fall back to reasonable levels. I'm sure we would all rather battle than patch...

The other subject, even more touchy, is turning systems. Most of us have a turning system of some variety, I was even going to put one on the sub... The thing is, some captains are putting in systems that, in forward, increase the ship's speed greatly above scale, and in reverse, make battleships do 100' in about 13 seconds. Obviously, this is getting out of control. In the end, we would just have a bunch of battleships with amp eating turning systems, and even though they could all turn and reverse quickly, you still couldn't outdo anyone because everyone would have the same supersystem, and the realistically better ships would still outturn the pigs.

Turning systems have hardly been a problem before, and did make things a little more fun... But with things getting the way they are, I would rather give them up totally, rather than have to go through another "arms race". How about we do that and just nip this worm in the bud? After all, without the turning systems, we would all lose some maneuverability, but then the ships would all have their realistic turning abilities, pretty much, and isn't realism one of our goals anyways? Then, too, there would be fewer fires, and ships would be easier to build. For now, all C.D.'s could agree to outlaw them on the "unfair advantage" clause. In the end, I think that to say that the main propulsion could be the only power, with no turning system, and the same voltage in reverse as full forward would be satisfactory, to take care of this situation.

Once again, these are only ideas. These are not supposed to be rule proposals, because I am only one... Think it over, and come up with your own ideas. I would rather you trash this, and think up your own stuff than leave this unsaid, and just see the situation escalate.

Chris Pearce
(The Todd Fitzgerald One)

MIKUMA DEFEATS COMBINED FLEET 412
By Stan Watkins for Jeff Lides

Jeff Lides was supposed to write this, but since he has an Apple computer and they are not nearly as "user friendly" as these cheap old Coleco Adams he probably won't. So I'm going to write it as from his Nip point of view.

It was December 30, 1987 and after a few battles with the Mikuma Fluegel was so scared that he had called Stan for help. Stan had come to help but had brought his Cruiser instead of his Destroyer. They really needed the fire power. Those old guys were so scared that they had begged to have a trials testing operation before deciding whether or not they were good enough to take on the mighty Mikuma. Since it was going to be only trials we would sail in the deep water lake which is much closer than the regular battling lake.

We arrived at the lake and launched the ships. Stan had announced that his ship was going to help enforce the "Peace". This meant he would team up with Fluegel. Since there as no danger from these two incompetants, I only loaded half of one magazine. Just as suspected Fluegel fired a few shots. Each one was nearer the Mikuma than the last. His intent was clear. Sooner or later he would luck out and hit the Mikuma. In the best Japanese traditions the Mikuma would allow the other guys to claim that Japan had started it. I swung the Mikuma around and fired one round through the Lutzow's hull. That should show that Kraut. But I didn't want to put any more holes in the ship since we were in deep water. Stan then "declared war" and attempted to get a shot on the Mikuma. How pathetic. It was so embarassing that I decided to let him hit the Mikuma. But first I would make him feel better by hitting the Salt Lake City with a shot. Kapow. No sweat. OK, now time to let the SLC hit the Mikuma. After many shots from both magazines the Salt Lake City finally hit Mikuma. Fluegel and Stan were chasing and firing like crazy but I had decided that they would not get any more hits. Finally the "fight" was over. Stan and Fluegel were out of amo. After they fearfully pulled their ships out of the water the Mikuma was left in the water for 5 minutes to be super legal. Besides I had to shoot the other 23 of my 25 BBs. This was such a disgrace for Stan and Fluegel I decided that I would have to give them a bigger target to give them any chance at all of making any hits. When damage was checked the Mikuma had the one hole in her and the Lutzow and SLC each had a hole. Perfect. It would be tough to keep from discouraging these guys Tuesday afternoon at the "real battle". I had better take the Yamoto and only load one BB per gun. Lets see I could put in weak batteries and reduce the rudder travel. I could disconnect a pump. Wow, its so hard to make those "has beens" look good. I would sure have my work cut out for me.

CONSTRUCTIVE INTERFERENCE

By D. W. Fluegel

There will always be combatants who need to design. There will also be combatants who want to battle and don't want to up-date their ships. Both Combat experience and design are factors that determine the winners. This is how it was in real wars and is in our wars. Both "types" are needed and should be appreciated.

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413 Speed Rule Interpretation

Because of considerable "gray area" in the speed rule that was passed last year, the Executive Board has adopted the following points;

1) A ship may not exceed its maximum allowable speed in any direction of movement, either forward, left or right turn, or in reverse.

2) A turning system that enables a ship to exceed its maximum allowable speed in any of these directions will be an illegal system.

3) A timed throttle system that enables a ship to exceed its maximum allowable speed for any portion of a measured 100 ft. run will be an illegal system.

Let's talk about point number one. When the speed rule was adopted, it had a two fold intent. First, it was intended to slow the ships down to more closely simulate the real ships movements through the water. The second objective was to slow the ships down so that the captains would have increased reaction time to avoid ramming or being ramed by another ship. The speed rule as passed stated that a ship must be within its legal speed(as determined by the ship list) when timed on a 100 ft. run, but it did not say in what direction the ship was to run through the 100 ft. The problem is, that some think that as long as the ship is within its legal speed in one direction through the 100 ft. then they are free to go as fast as they want in all other directions of movement. This would violate the intent of the rule in both aspects, more realistic movement and more reaction time. It was therefore necessary to adopt point number one of the interpretation to make it clear that the ship must stay within its legal speed in all directions of movement.

Turning systems are addressed in point number two of the interpretation. Simple types of turning systems have been used by ships in this hobby for several years to assist them in making smaller diameter and uicker turns. These simple systems would either turn off a motor(s) in a turn or switch a motor into reverse. Both methods helped the ship to turn more quickly without causing the ship to move beyond its normal speed. More recently however, systems have come into use that turn on additional more powerful motors, or increase the voltage to the existing motors. While these

systems do assist the ship in making a smaller diameter turn, they may also increase the ships speed to the point that the ship is exceeding its allowable legal speed. Another problem with these systems is that they can be set up so that they are engaged when the rudder is barely off the center line of the ship. The ship then has extra, above normal power but is not actually executing a turn. This boost of power can then cause the ship to exceed its legal speed. By steering a very slight zig-zag course the ship can run easily beyond its legal speed. This would violate the intent of the speed rule in both aspects.

The third point pertains to throttle systems, more specefically timed throttle systems. These systems when engaged, use an increased amount of voltage for a few seconds then step the voltage down to a level the ship would normally use. The system was intended to give the ship a quicker start. By using this type throttle the ship can easily exceed its legal speed. As an example, a ship that is being timed on a 100 ft. run starts the run on twelve volts. Using this amount of power the ship covers the first thirty feet of the run at a rate of 14 sec. per 100ft. The timed throttle then reduces the voltage and the ship slows to a rate of 18sec. per 100ft. Finally the throttle reduces the voltage again and the ship crosses the 100ft. mark at the legal 24 sec. allowable for that class ship. In this example the ship was onethat was allowed a speed of 24 sec. or slower on the timed 100ft. run. What happened during the run however, was that the ship exceeded its legal speed for a major portion of the run then slowed enough to cross the line at the allowable 24sec. This is clearly a violation of the speed rule intent and a literal violation of predetermined legal speed.

As you can see, we are not saying that these systems cannot be built. We are making it more clear to the participants what is legal and what is not legal in regards ot the speed rule. If you have systems like any of these in your ship, do plenty of testing and timing to be sure your ship is not in violation of the speed rule and the points outlined above.

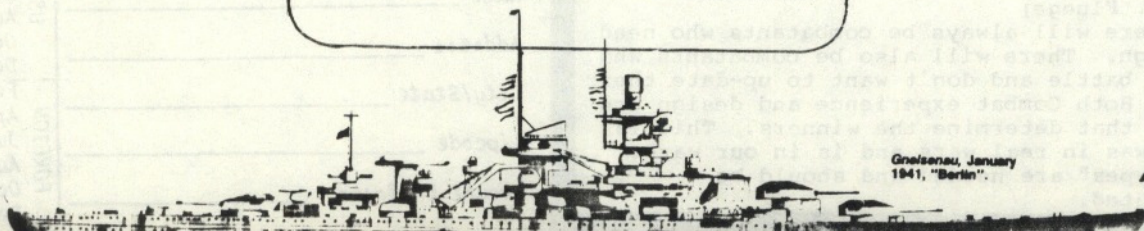
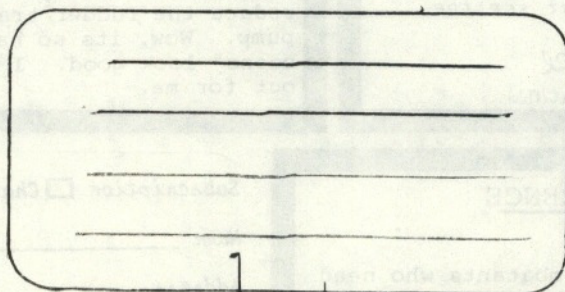
If you feel that your ship needs some type of system to assist in making better turns I would recommend the use of a system that either turned the inside motor(s) off in a turn or switched the inside motor into reverse.

Good Battling,

David Haines

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Gretzenau, January
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