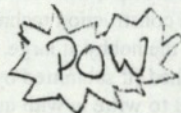


# HULL BUSTERS

**NEW** The PFP Co. Brand  
CO<sub>2</sub> Regulator

Be the first on your  
fleet to own this  
explosive new  
invention!!!



\$19.95  
Plus shipping,  
Handling, and  
insurance!

## MIDWEST RC WARSHIP

### COMBAT GROUP

WHO: RC Warship Combat Skippers

WHAT: Unsanctioned RC Warship Combat  
Meet in Indiana - Please RSVP

WHEN: 26 March, 1995  
23 April, 1995  
20-21 May, 1995  
25 June, 1995  
22-23 July, 1995  
20 August, 1995  
16-17 September, 1995  
22 October, 1995  
11 November, 1995  
10 December, 1995

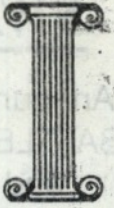
WHERE: North east Indiana, on a  
privately owned 2 acre pond.

DETAILS: The Midwest RC Warship  
Combat Group is a not for profit  
club. Our goal is to have fun and  
there are no dues, no trophies and  
no hassles. All people who enjoy  
the sport of RC Warship Combat  
are welcome. Full facilities are  
available.

A few of you came to our meets  
last season and we all had a lot  
of fun. This season we will have  
about 15 ships participating in  
monthly battles through out the  
1995 season. Please write me at  
the address that follows, or call  
me and leave your phone number. I  
will return your call and discuss  
the details with you at my expense.

Phil Sensibaugh 219-693-6402  
3430 S - 400 E  
Albion, IN 46701

## President's Column



### THE E-BOARD SPEAKS!!

Over the past six months every Executive Board member has received a great number of comments, recommendations and suggestions regarding the acceptability of modified CO<sub>2</sub> regulators under our current rules. Furthermore, we have been formally petitioned under Article III.C.7. of the IR/CWCC Constitution to make a "rule clarification" regarding this issue. The Executive Board members have discussed this issue at length and have carefully considered all the inputs provided, as well as our constitutional responsibilities. Although we each have our own strong and widely varying opinions on this issue, the following official clarification of IR/CWCC bylaw I.H.2 is provided:

**CO<sub>2</sub> pressure regulators that have been modified in any way may NOT be used in any IR/CWCC sanctioned event.**

Inasmuch as there was some ambiguity in the IR/CWCC CO<sub>2</sub> rules, previous Contest Directors have allowed the use of modified regulators. Consequently, it is important to note that neither these CD's nor individuals utilizing these modified regulators were violating the rules. That notwithstanding, the use of modified CO<sub>2</sub> regulators will no longer be allowed. The Vice President will not approve any CD that intends to allow modified regulators to be used. Moreover, the "sanction" will be withdrawn from any future event in which modified CO<sub>2</sub> regulators are discovered to have been used with the knowledge of event officials, and those officials will be disciplined by the Executive Board. This is not an opinion. This is the law!

In closing, we realize that this decision is unpopular with many (if not most) club members and has grave consequences for certain ships. Consequently, we encourage each member to prepare data and specific rule proposals for discussion between now and the 1995 Rules Committee meeting in July.

### TECHNICAL NOTE, AXIS SECRET WEAPON

A massive research project has been launched by the Axis high command. The primary component of this project seems to be a project known only as DEEP6. The project while detail are unknown, has been under investigation for a long period of time by Allied high command.

The purpose of DEEP6 as determined by our deep cover operatives appears to center around the idea of "Denial". What this doctrine encompasses, our operatives are unsure. Our top people suspect that DEEP6 is an attempt by the axis to avoid damage inherent in a surface battle. How the axis plan to manage such a objective remains a mystery.

News from

**SWAMPWORKS**
**Announcing;  
"BATTLE FLEET BROKERS"  
and "IN HARMS WAY"**

Here we are again with the latest and greatest news about what is available for the R/C Combat modeler. I don't have any new products to report at this time but I do have a new service concept to put up to the readers of HULL BUSTERS, that of Battle Fleet Brokers. In addition to supplying new ship kits and accessories to the hobby, SWAMPWORKS could become the used car lot of Model Warship Combat. Read on and see what you think.

How many of you out there have a cruiser (or any class) that you no longer use, a perfectly good ship that is just gathering dust because you spend all your time with that sexy new battleship or battle cruiser? Battle Fleet Brokers would be a service of SWAMPWORKS to get that old, unused model off of your back shelf and into the hands of some worthy individual who is looking for a model but doesn't have the time or volition to build one. In the process of making more space, we would also (hopefully) be putting some cool, green folding cash into your pocket. Maybe enough to buy that [insert latest cash deficient fantasy here] that you've been wanting.

It will work (if we implement this idea) something like this;

First, if you have a good model that you would like for us to broker, call us to make arrangements. Tell us about the model. What is its general condition, class, age, equipment, is a radio included, etc. Let us know how much you would like to get out of the sale. We will discuss terms and commission.

Second, pack up your model and ship it to us (UPS insured).

Upon receiving your model we will verify its condition, place it into our inventory of available models, and advise you of its arrival.

So how will we get you your cash for your model? Easy. We would begin advertising our brokerage service in each and every catalog package that goes out to new SWAMPWORKS customers. Remember, we will be getting word of your models availability to a multitude of people who do not subscribe to HULL BUSTERS and would otherwise never learn of its existence.

If a customer is interested in finding a used model, they would call us to find out what is currently in our inventory. If they wished to purchase your model, they would send us their order. We would then send them the model and send you your money. What could be simpler?

Does this sound like a service that readers of HULL BUSTERS/IR/CWCC members would like to take advantage of, a method to get unused models out of the way, get cash into your pocket, and get a new battler onto the water for all of us to shoot at? If so, please call or drop a note in the mail. Remember, it is the response I get from YOU that determines whether or not a brokerage service actually comes into existence. If you have no ships you wish to dispose of, there will be nothing for me to broker. Please respond by April 1.

**OTHER NEWS OF INTEREST**

Things are really starting to happen out in the world of R/C Model Warship Combat. It seems that more and more people are getting the battling bug and are becoming involved with our Magnificent Obsession.

Hope that a lot of these new rookies will show up at contests around the country in 1995 and become members in a select brotherhood, the Modelers Order of the Soggy Shorts (MOSS for short). While membership in MOSS is select, the entrance requirements are not difficult to meet. All the rookie captain has to do is put his model ship into battle at any contest sanctioned by IR/CWCC. The captains of opposing warships will take care of the initiation process.

Why are we seeing so many new rookies in our sport? In a word; exposure. In the last 14 months there have been eight different issues of U.S. Boat & Ship Modeler and Scale Ship Modeler magazines with articles dedicated to R/C Warship Combat. As of the Spring '95 issue there have been five articles in USBSM. As of the Jan-Feb '95 issue there have been three in SSM. This all translates into new people whose minds are exposed to the kind of demented fun that we have when we get together at contests. A lot of them are responding to that exposure by building a ship.

So what type of exposure can we be expecting for our hobby in the future? How about a regular column appearing in each and every issue of U.S. Boat & Ship Modeler that is dedicated to nothing but R/C Warship Combat. Can't believe it? It's true, it's true. This new column is to be entitled, what else, "IN HARMS WAY". It will be written by, who else, yours truly.

"IN HARMS WAY" will be used to spread knowledge about R/C Warship Combat in several ways. Articles about various combat model construction techniques will be printed, as well as information about the hobby at large. Club activity and contest reports will be published (if submitted by any local combat group). Readers are invited to write in with questions that they may have about the sport. All will be answered by letter, those with the most general interest will be published as space permits. Modelers are also invited to send in photos of their latest battling ship with notes on construction techniques, materials used, and hopes and plans for its use when completed.

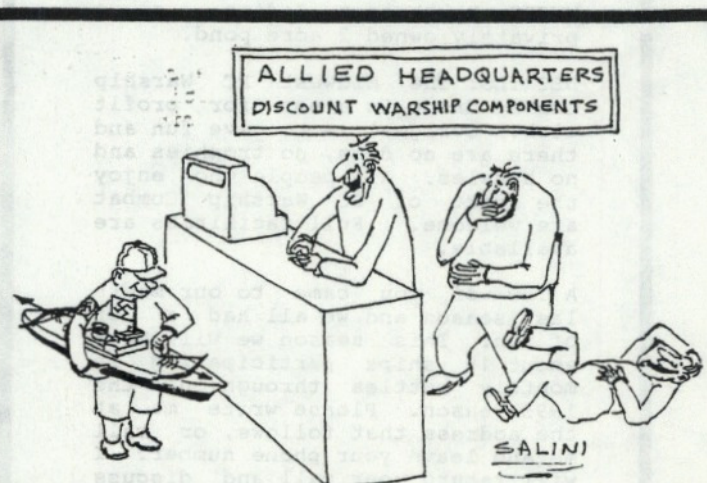
I am personally inviting all readers of HULL BUSTERS to send me any information, club activities, technical tips, or construction photos that they would like to see printed.

While on the subject of magazines, I will repeat my previous requests for help in spreading the word about our hobby. Both magazines, SSM and USBSM, are looking for new authors to write feature articles about R/C Warship Combat. You do not have to be an experienced Captain or be a professional writer. Just write about the last contest you attended (or the first if you are indeed a rookie). Do an article on building your first ship, be it from a kit or from scratch. If your first ship was a used model, describe how it was re-fitted for battle. The magazines are really interested in any subject matter (they also pay pretty well for published material).

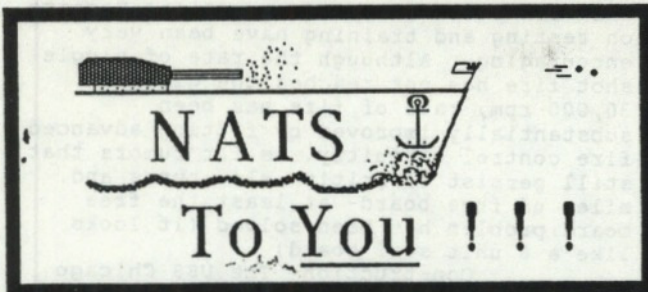


Till next time,

*Steve Millholland*



"SURE KID, IT'S THE LATEST TECHNOLOGY.  
YOU CAN'T LOSE WITH THESE NEW GUNS."



THE 1995 NATIONALS



HEAR YE, HEAR YE! Get those cannons swabbed out, bilge pumps manned, and run up the battle flags 'cause Nats 95 ain't that far away, mate!

Since I var elected (at the point of a pistol) head "Pirate" for this event, me crew has made much seaway for this yars festivities. I be relatin' what ye seadogs needs ta know down yonder.

DATE: 9-14 July 1995  
BATTLE SITE: Sequiota Park, Springfield, Mo.  
SANCTIONING: Both NAMBA and IR/CWCC current year membership is required.  
QUARTERS: Mount Vernon Motor Lodge  
2006 South Glenstone  
Springfield, Mo.  
1-800-782-2833 or  
417-881-2833

To be futhering yer learnin', I offer some secrets overheard by my pirate crewmen whilst helpin' some poor merchant ship relieve herself of some cargo (unfortunately she sank anyways).

I be including the 9th of July (Sunday) on the dates since we be testin' all ships speed, checkin' ship rules compliance, takin' pictures, and conductin' a "Capt'n meetin'" that afternoon startin' bout 2:30 PM. If possible, ya best be settled in yer quarters before then.

Meetin's will be conducted at the "Ray Kelly Craft Center". Da "Center" will be remembers by "old timers" as the center of activity for meetin's and ship refits at past Springfield NATS. So it'll be for this event. Da "Center" is 'bout one quarter mile from the quarters. Dat way yer don't haveta smell yer paint wilst you sleep and can spy on yer fellow seadogs. Aaarg! Maybe we be walkin' da plank jest fer fun, too!

Quarters will run ya \$40/day/double occupancy plus tax so says the swabby runnin' the desk. All quarters are deck level. If ya gets a forecandle suite...yer in the wrong ship! They's have a small pool suitable fer initiating polywogs. Ask fer quarters in the stern (rear) since it be off da busy sea lanes toward the bow. We'll try to centralize da crew close together. Early reservations are recommended since land lubbers go to see da Branson "Country Western" squallers. Lake "Sequiota" be 2 miles from quarters.

Lake provisions include a pavillion with 2 duplex outlets (better than none, heh?). Pavillion will accommodate 'bout 10 picnic tables. Toilets be char, too. If ya can bring yer own shade, do it! Me crew 'spects large fleets to do battle this Nats so da pavillion be overflowin. The lake has islands. Should provide some admirals lost sleep (and ships).

Grub and Grog: Noon grub for Monday, Tuesday, Thursday and Friday be included in yer entry fee (lake side). Local pubs (restaurants Grandies and Tinys BBQ) will package lunches fer the paying captains. Bottled pop (grog) fer captains, too! Wednesday noon yer on yer own. Friday Nats Banquet be convened in a local eatery which ye gets to pay fer what ye want. Wenches or children (non-battlers) be on their own fer now. However, we may be able to provide grub pay as you eats with a little input from those so inclined. Lets me know yer ruthers.

CO2 cannon powder be on hand fer those in need at a cost. The Entry Form lists da pirate rates depending on yer tank size.

Since good communications aire important, list yer frequencies and alternate frequencies on the entry form fer yer ships. We be using same procedures as in Houston so channell priority is first pays, first gets! A German Nazi, which goes by the name Wade Koehn, volunteered to spy...er, help with frequency conflicts. Maybe fer added attraction, he'll fetch his Nazi "SS" wench to this yars banquet.

T-shirts featurin' USS Missouri (BB-63) battleship with a Missouri state background with appropriate Nats 95 logo is offered fer a price. T-shirts must be pre-ordered with yer entry so the crew can work 'em between fixin' the sails and swabbin' the deck. Shirts are heavy 50% cotton/50% polyester white with 4 color printing (similar to Orlando Nats shirts). Delivery at da Capt'n's meetin' 9 July.

I be keepin' ya informed as to any further secrets me crew obtains as the battle nears. So, soak yer powder, haul down yer sails, and abandon ship thar be Pirates off yer starboard bow.....

Rick "Long John" Whitsell

#### AXIS ADMIRAL VOTING

I gave Fluegel the Axis Admiral voting ballot too late to put in the October HB. I told him to change the date from dec. 31 1994 Deadline to March 31, 1995. He missed it too. So the REAL deadline to vote for the Axis Admiral is March 31, 1995.

First vote gets 4 points, second vote gets three points, third vote gets two points, and four vote gets one point.

Please send ballots to:

Wade Koehn  
1251 Wilcrest Apt. 103  
Houston, TX. 77042

## DOCKYARD REPORT

Michigan-1995. Rumors of conflict abound. Whispers of a great allied victory are heard. Talk of a vengeful Axis force for the new year is about. Intelligence operatives report a fleet of great ships making ready to sail from the northeast. A unsubstantiated report of an axis super weapon is heard (again). Allied admirals have promised total victory, and peace in our time... (Where have we heard that before?)

## SITUATION REPORT:

Construction- After determining that HMS Lion is now operating on dated technology, Commander Dave Au has determined that, he will somehow survive a one on one with less than 1500 points of damage come spring. This means either a LARGE refit or a new boat....

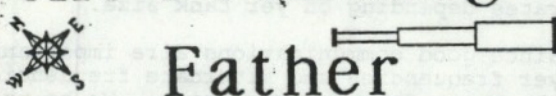
Construction- Catpain Chris Au has declared the HMS Howe operational. Howe will undergo a minor refit for new lights, barrels and radio this winter. (Why and

When are still under construction) Reports on testing and training have been very encouraging. Although the rate of single shot fire has not reached the claimed 30,000 rpm, rate of fire has been substantially improved by fitting advanced fire control circuitry. As for rumors that still persist of British slow turns and miles of free board- at least the free board problem has been solved (it looks like a 6 unit surf board)

Construction- The USS Chicago now has a new captain, Soren Barr now commands this veteran ship. When asked for comments about potential Axis threats, "Axis threat? What are they going to do hold their breath till their blue in the face and scuttle their ships?" The Chicago will be refitted with CO2, nicads, new radio box, ect, ect, ect...

Construction- HMS Connecticut, will undergo a refit to prepare for next season battling. It is expected captain Ben Simkin will again prove to be an elusive target with this fast turning vessel. While, Ben has said that grad school does not leave one much time to work on ships, he too believes that Axis ships look better

# Observations of the Founding Father



**Batteries!**  
**Batteries!!**  
**Batteries!!!**

## Engineering Evaluation of RAYOVAC RENEWAL Batteries

By Stan Watkins, (Your Hobby's Founding Father)

For some time now I have had some level of awareness that Alkaline batteries have more energy weight density than Nicads. For some applications in our hobby they have been a possible option. The need to purchase new ones after a short one time usage cancelled out most of those advantages. Recently Rayovac Corporation came out with their "Renewal" brand of batteries and charging systems that is claimed to be "REUSABLE 25 TIMES OR MORE". To test the recharge capacity, I purchased a set of Renewal AA cells and a Renewal charger for my electric razor. By usage it seemed that they lasted about 3 times as long as a nicad charge of the first cycle. On the second cycle they seemed to be about as good (and initially some what more energetic). This higher energy level was probably an indication of an initial higher voltage on a fresh charge.

This situation tweaked my interest further. I called the Renewal 800 number (1-800-237-7000) for information; like initial milliamp hours, milliamp hours after certain numbers of charge cycles etc. They gave me some info over the phone. The service lady was quoting from a data sheet. I asked if she could send me the data sheets for D, C, and AA cells. She said yes and even asked if I might also like the AAA cell data too. I said

might as well have it too. I received it about 1/9/95. It had discharge curves for cycles of 1, 5, 10, and 25. The discharge current tests were performed with fairly light loadings (compared to R/C combat warship drive motors) The discharge test current and Battery initial Amp hours are as follows:

Battery Cell	Current (MA)	Total Amphour Capacity
D	545	4.8 (4800 mah)
C	300	2.8 (2800 mah)
AA	200	1.1 (1100 mah)
AAA	200	.5 (500 mah)

## Important Limiting Factor!

This brings up an important late breaking bit of current capacity information. A measurement on the 10 AMP scale of my VOM indicates a maximum current delivery (under short circuit conditions) of only 3.2 AMPS. While this is a good fire safety enhancement, it may prove to be too low a rate for many ship motors or combinations of pumps and motors. Check your current requirements before opting for the RENEWAL batteries.

Initial battery voltages are 1.5 volts per cell (not only 1.2 for nicads). These values reflect battery capacities (amp hour) with all tests terminated a 0.9 volts.

Yes, yes, but how do the discharge amp hour capacities hold up at 5, 10 and 25 cycles? As follows:

Battery	5 cycles	10 cycles	25 cycles
D cell	91%	70%	42%
C cell	81%	64%	45%
AA cell	71%	62%	38%
AAA cell	75%	56%	39%

Obviously a combatant would want to carefully note the number of cycles to know when to replace the batteries. The initial current capacities are stated in the Renewal data. I derived the percentages from the discharge curves. For some small ship applications these batteries may be just the right power to weight ratio (for some number of cycles). Well, I told Fluegel I would try to get this ready for the next issue of Hull Busters so I'd better get it out.

Another fact of interest is that the D cell weighs 120 grams each. A

six volt (4 cell) set would weigh just over 1 pound.

God Bless you and Let's Battle!

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## A Gourmet Guide to the Axis Fleet

By Chef Boy-Rander

Good afternoon, friends and fellow epicureans. Today, it is my pleasure to describe to you the wonderful flavors and textures to be found in the ships of the Axis fleet. No mere Fascist Flakes, the ships of the Axis fleet offer a variety of dining experiences, from tasty snacks to full course meals. It is my humble attempt to describe some of the more notable dishes to you. The first of these dishes are some of my favorites, Italian cuisine.

To my personal palate, when dining Italian, I prefer to start with a slight appetizer of Capitani Romani with garlic sauce. These particular ships make an excellent light snack as well as appetizer, with an irresistible flavor. They are also light, and low in calories, so feel free to indulge. For those who are truly bent on health, however, a little Guilio Cesare salad would be in order.

For the main course, however, I prefer something a little beefier. Conte di Cavour with Fettucini and Alfredo sauce is quite tasty and filling, although a rack of Roma well roasted and basted will better please those with big appetites. Leg of Littorio is also excellent, if a bit gamey. A red wine is appropriate with these latter two dishes, although a bit gauche with the delicate flavor of the Cavour. Of course the tasteless Americans would prefer pizza with Montecuccoli cheese and Pola sausage. However, those with a looking for a unique flavor might like to try a brace of Scipione Africano with some white wine.

Finally, for the dessert course, a little Bolzano with chocolate frosting and a delicate egg white sauce will satisfy the sweetest tooth.

In the realm of cuisine, German foods offer a hearty flavor that no one can deny. German ships make excellent lunch items, and one of my favorites would have to be Lutzow sandwiches, reminiscent of a Reuben with extra sauerkraut. Wash this down with hearty lager and Narvik chips, and you'll soon discover new meaning for the word "Fahrvegnugen".

However, for a true German meal, one cannot overlook the appeal of a juicy filet of Bismark served swimming in the fat that made them famous, or for the lean minded, Scharnhorst sausage. Just don't ask about the ingredients. Again, add your favorite lager, served warm, and enjoy a tasty and hearty meal. Just don't get too friendly with the barmaid.

One of the things the Germans are most famous for are desserts, and of these I can recommend several. The first of these are the famous Prinz Eugen eclairs. Crunchy on the outside, the Prinz Eugen is filled with a sweetness so

delicious it begs to be tasted again and again. Another popular favorite is the perennial Friedrich der Grosse sundae, served with nuts, whipped cream and a cherry. However, in my opinion, these are all surpassed by the Konig truffles. These little morsels are filled with a chocolate creme so delicious that your mouth will think you're in heaven.

But alas, not all of us are interested in robust meals, or delicate desserts. To those seeking a more exotic flavor, I must recommend Japanese cuisine. Although masochism seems to be an integral part of the Japanese psyche, many of their foods offer an adventurous alternative to Western tastes. One must exercise caution however, because certain strains of Japanese foods from the northeastern swamps of Kyoto are known for their foul bouquet and tendency to cause indigestion.

With that in mind, the culinary thrill seeker can begin his meal with that most quintessential of Japanese foods, Sushi. There are several varieties of sushi, of which the most popular are the Yubari, Akizuki and Kagero varieties. However tasty they may be, sushi does not make a meal however, and one must move on to more substantial fare.

For those with a taste for the truly bizarre, Fish Heads Nagato, a roly poly stew served steaming cannot help but to satisfy the fetishist. For those whose tastes are not quite so exotic, Mutsu-gai-pan comes highly recommended; however one must be cautious in the preparation because this particular dish can often have characteristics similar to the well known blowfish. Those wishing something a little less exotic and more palatable might prefer that perennial favorite, Sweet and Sour Kongo, or perhaps some Almond Kirishima; maybe some curried Haruna. Ah, the mouth waters at the thought of such delicacies.

And what oriental meal would be complete without that most famous of oriental treats, the fortune cookie. One can only wonder what bits of hidden wisdom might be found tucked away in the center of these treats. (Crack! Munch, munch, munch). Hmm. "Axis will dive in '95." And what might my winning lottery number be??? "80,84,89,92,94,95" Sounds like a sure winner to me. Bon' Appetit!

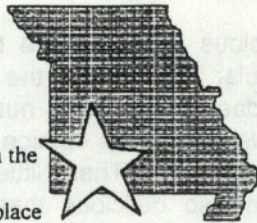
### DISAPPEARING ROOKIES.

By Fluegel

Last year at the first stone of the Texas Triple Crown there were three rookies besides my son. They had a hard time with the likes of Killer Chris and Power pounder Pate. I regret the fact that they were not present at the next event nor the NATS that was hosted here in Texas. It's a major challenge to build (or buy) a ship and have her competitive in her first event. No, not competitive, it's a challenge to have her competent. To hold on just a little before you sink can be a victory. Rookies have worked hard to participate in their first battle. They may be discouraged to find that they haven't arrived, they have just begun! It's a major celebration when you finally wound the ship that's murdering you. The day you damage your opponent and get away unscathed will come and you will be glad you stayed with your dream. The journey is long, but the journey is the hobby.

# MO Notes:

by Steve Milholland



HELLO again to battling friends from the great state of Missouri. The home of the Chiefs, Royals, Cardinals, and Rams. Birthplace of Harry S. Truman, Samuel Clemens, and Robert A. Heinlein. Where Country music reigns supreme in a town named Branson. A land of wildlife and city life, prairie and forest, hill and holler, lakes and rivers.

Speaking of lakes, we are having the 1995 Nationals here.

Speaking of the 1995 Nationals, we have news about the lake here in Sequiota Park (pronounced "See-kwee-oh-tah").

As of January 15th, all renovation work has been completed and it has been re-filled with water. All of the broken down areas of the rock wall have been repaired, the trash and muck from the bottom has been dredged out, and the islands have been cleaned off, leveled, and small shrubs planted on them. The brushy areas along the North shore (where we had our pits in previous events) have been cleaned away.

This leaves an unobstructed view of the water all the way from the bluff at the mid point of the East shore, around the North end, down the West side, and across the South end.

All in all, what used to be a very attractive park and lake (albeit with a few problems) has been transformed into a place of beauty. It should be, Springfield spent approx. \$ 300,000.00 on this job.

I have saved the best news about the lake for last, that one little item of information that is asked about first of all by any battler worth his BBs, depth. Well, the news is good, very good.

The few days immediately after Christmas we had unseasonably warm weather here in Springfield (Not like now [Jan. 20] as there are 14 inches of fresh, heavy, wet snow on the ground in 3 and 5 foot drifts. The roads are STILL impassable, uncleared, and I have been stuck inside for the last 48 hours.). I took advantage of this warm streak to pay a visit to the park. While there, I happened across the Contractor who is (was) doing the renovation. He gave me a rundown of what had been done and gave me permission to inspect the lake which at that time was still empty. The only water was the small feeder stream from the cave at the Northeast corner that ran down the back side of the lake and pooled at the South end before exiting through the drain chute.

I happily climbed down the rock wall into the lake bottom and inspected the new work. While there, I got the idea to do a definitive profile of the lake bottom while there was opportunity to do so.

The next day James Foster and I met at the park with a transit, pole, plastic sheet, and grease pencil. First we paced out the dimensions of the lake and drew a fairly good map on the plastic sheet.

The lake is a slightly curved rectangle in shape lying along a North-South line. It is approx 200 feet wide by 480 feet long, giving roughly 2 acres of surface area. A circular island about 35 feet in diameter lies about 40 feet from the centerline of the North end. Another oval island about 30 X 50 lies about 100 feet due South of the first island.

After making our map we got down inside the lake and went to work with the transit and pole.

What we found was very pleasing. The overall average depth of the lake is about 4 feet. Approx. 80 percent of the entire lake is less than 5 feet deep. We know this for a fact because we found that the surface level of the water stream from the cave to the pool at the exit chute is about 4 feet 10 inches below the level of the waterline marks on the rock walls. At that time, only about 20 percent (maybe less) of the lake bottom was covered with water.

The Northern half of the lake, where I expect 95 percent of the battling to take place, averages just shy of 3 1/2 feet in depth. All of the North half is less than 5 feet except for the bottom of the narrow stream bed which is only about 6 to 8 feet wide and is nowhere more than 1 foot below stream level.

The Southern half is also very usable but does have a fair area that goes deeper than 5 feet. A small area just off of the drain chute gets as deep as 8 feet.

All in all, over 90 percent of the lake is usable for battle without worries of getting in over your head (pun intended) while recovering a model. One nice thing about Sequiota that we do not often see is that the water is swimming pool clear. A ship that sinks here, even in the deepest spot, will be clearly visible from the surface.

Another advantage of Sequiota is the vertical rock walls. Water depth right at the wall is from 2 to 3 feet. This will make for nice upending sinks. None of this Mr. Milquetoast, shallow mud, decks awash, and grab the bow type sinking. When a ship bites the big one in Sequiota, it is one end up, the other end down, and it disappears.

In years past the IR/CWCC held five Nats in a row here, from 1983 through 1987. The period was a time of great growth and change for R/C Model Warship Combat.

During that time the technology of the hobby advanced greatly. Among other things we progressed from nuclear cannons to single shot. Patching changed from "cookie cutter" method to Silkspan. The rules went through major changes also. Speeds were restricted, hull drop tests implemented, pump outlet size was fixed, and units were standardized. Campaign battle as we now know it was born. Last but not least, the ship list was developed.

A lot of the people who are now the "Who's Who" of R/C Combat attended their first battle or first Nats here. People like Foster, Jass (Tom and John), Hamilton, Hayes, Haynes, Roberts, Barrett, Deskin, Camurati, Vilar, and probably many others I have forgotten.

In addition to the battling itself, good times were had by all in the socially conducive atmosphere of a comunal Club workshop. Everyone got to know everyone else amid the smell of dope, the eye stinging odor of CA glue, the rattle of BBs being dumped out of a water-logged hull, and the whine of over worked Dremel tools. In the day before the mechanically reliable models that we have now, it was not uncommon to find half the battlers hard at work on their ships at well past midnight.

The concept of a Nats workshop is something that has tended to die over the intervening years but it has not been forgotten. We will again have the use of Ray Kelly Craft Center for the 1995 Nats.

I know that James and I as well as a lot of old timers in our hobby are anticipating with good, nostalgic feelings the return to Sequiota Lake and Ray Kelly Craft Center.

We hope to see you there.

## Best/Worst Moments at Nats.

**Best moments:** On the second cargo run in the first campaign, out maneuvering first Lief on the outbound leg, and Wade on the home bound leg with a cargo ship!

**Worst moments:** Second campaign, getting no credit for accomplishments during battle which included aiding Bart clear the Axis target, guarding the Allied cargo ships, helping Doc finish off the last axis cargo ship near the axis base, and acting as tugboat for the Midway. In addition, not being allowed to run my convoy ship in the "limited" campaign.

Marty Hayes

## SOUTHEASTERN REGIONALS

APRIL 28 - 29

All hands man your battlestations, set condition X-ray and make flank speed to Orlando, FL for a great week of fun and battling on Lake Davis, (the usual Orlando site).

The Holiday Inn Express located at 8750 East Colonial Dr. (SR 50) can be reached at 407-282-3900 for reservations.

This is a non-sanctioned event. For information call Don Cole at 407-275-0012.

**FLASH - ALLIES ELECT NEW AXIS ADMIRAL - FLASH**

Dateline - Fredricksburg, TX

Today, it was announced by Supreme Headquarters Allied Fleet-Texas (SHAFT) that the selection of the Axis Admiral (aa) for the 1995 battle season has been made.

SHAFT mailed ballots to all of the happy members of the Highly Acclaimed Victorious 1994 Allied Fleet (HAV1994AF) and received 103.72% participation in the vote. It was explained to this reporter that the extra 3.72% is a statistical result of British spies within the Axis fleets who can go either way. Some even go both ways.

SHAFT stated that over 63 different people and/or mushrooms were nominated for aa, but most only received one or two votes. However, HAV1994AF members did seem to lean towards a top 10 candidates for aa. They are listed in ascending order below.

Number 10	Dern Vern Buggerbrain
Number 9	Archie and Veronica
Number 8	Ted Kopple
Number 7	Sonny Bono (ed note: Sonny Bono?)
Number 6	Dumb
Number 5	Alfred E. von Newman
Number 4	The Katzenjammer Kids (ed note: This nomination was made by the members of the Allied Super Senile Senior Squadron (ASSSS) and none of the younger HAV1994AF members have the fogiest who Hans und Fritz might be. Maybe ask Marty.)
Number 3	Dumber
Number 2	Pee Wee Herman

Annnd the top candidate for aa, as nominated by members of the HAV1994AF is .....

Number 1 Hillary von Rodham Clinton's cat

The HAV1994AF members, via SHAFT, wishes to congratulate Grossadmiral ~~Sax Sox~~ and are certain under his or her or its superb leadership that the recent 1994 Axis battle trends will continue well beyond 1995.

Sig Heil ~~Sax Sox~~.

**American Heavy Cruisers.**

An owner of both the Baltimore and Houston told me that the Houston was a better ship.

**SHORTAGE OF AUTHORS by Fluegel**

It's not uncommon to have a shortage of articles in the winter months. I think it's the lack of battle reports. The battles of 95 are being won or lost right now in our dockyards. So what's going on? You can write a battle report about your dock yard ideas, they are related.

example article

I believe the Axes could sweep the NATS campaign battles if 4 Axes would each build a Brimmen. It's really BIG. If the Allies sank one we would win because they would have exhausted their beebie supply. If they didn't fire we would win by stocking our depots with supplies earned without escorts. Arookie has some nice plans of the Brimmen in 1/144th scale. I think it's about 78 inches long.

Get the idea; plans, products and ideas are significant and worthy of an article. I feel a bit of stress when the price of Hull Busters goes up 50% and then I don't have enough articles to fill the first issue. It's the same at church, 10% of the participants do 90% of the work. It's just the way things work. Still, I had to ask 6 of the 10% to "do it again" and generate us another issue, I even talked a tape to a rookie who lives states away from any battlers and I asked him for an article. I would have enjoyed reading an article by a true rookie, and still would. The issue I hope to see is filled with lots of short articles (like my example) by lots of authors (like you). They don't have to be masterpieces, they do have to be started and mailed. Those two things seem to be the most difficult. The talent pool this hobby has is sizeable and I would like to see what you have to say. It doesn't have to be a masterpiece, it does have to be started and mailed. The width of the article should be close to 4 & 3/4 inches wide and single spaced. On the back page of this issue will be two marks to show you how wide the margins should be. Just do it.

**Blow-by-Blow****Battle Reports**

## Results of the '94 Texas Triple Crown

By Chris Pearce

For those of you who haven't been paying any attention, it's a new year, and not an article has been seen about last year's Triple Crown battling. Personally, I think it's an Axis plot - Axis captains volunteer to write the articles, and then pilfer the score sheets and are never seen again. As a result, the scoring of the last two years' Triple Crown battles are somewhat in doubt, but only as to the identity of the winning Captain. Anyway, that's another matter.

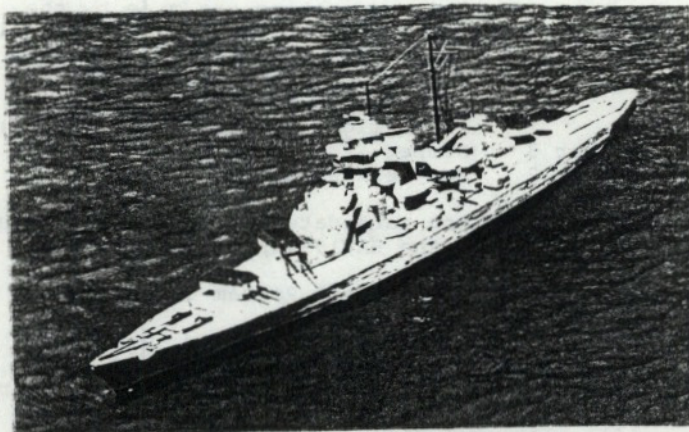
The real story begins last spring in Fredericksburg. This battle promised to be the largest Triple Crown ever, with five new rookies, and even a couple of travelers from out of state. The fleets were arranged as follows:

**Axis Admiral "Dirty" Dave Haynes: IJN Mutsu** - The Admiral's battleship was looking better than last year. The first battle Dirty brought his Mutsu to, he was sheeting the hull on Friday. This time, however, she was sporting a new refit, with better damage control and stability, and hopefully improved reliability. She would be one of the mainstays of any Axis effort.

**Garrett "Little Nipper" Haynes: IJN Suzuya** - Dirty's son Garret was prepared to make his debut for the Axis fleet with a tried an true veteran the "Suzy-Q". She was a famous member of the proud Japanese fleet, but she hadn't seen fleet action since the late 80's. Time would tell if this cruiser would be a feared

opponent, or merely a tasty snack for the Allied juggernaut.

**D.W. "Dreadfully Wet" Fluegel: DKM Bismark** - Fluegel's Bismark entered the scene looking much as always - chaotic to say the least. Fluegel had been investing most of his time preparing his son's ship, so the mighty Bismark was suffering from a wee bit of neglect.



**Paul "Little Fuhrer" Fluegel: DKM Lutzow** - Yes, this was where all the elder Fluegel's effort went. Paul was (I think) looking forward to his 1994 combat debut, perhaps with hopes of staying afloat longer than he did the last time.

**Wade "Sugar" Koehn: DKM Bismark** - Wade was back, with the Bismark looking like its usual self - in need of repair. His wiring might look like spaghetti, but it seemed to work, and his guns were known to be capable, as they had proven the year before.

**Gerald "Grasshopper" Roberts: IJN Niizuki** - Gerald left the mighty Musashi at home for this battle, choosing to place his bets with the small and swift, a move that he hoped would pay off in low damage and simple repairs.



**Steve "Kaiser" Milholland: DKM Lutzow** - Steve made the trip down with his proven Skunkworks design. However, he made the mistake of catching a ride with Chris, so he arrived after being subjected to several hours worth of Heavy Metal music and Allied propaganda. Not exactly the best condition to enter combat in.

**Steve Constant: DKM Lutzow** - Steve brought another of the Fiberglass wonders, perhaps the best looking example I have yet seen. Time would tell if she worked as good as she looked.

**Joe Kutz: DKM Lutzow** - Joe's was the last of the Lutzows. Joe had gone to the effort to use industrial strength materials in his ship, and while she didn't have the glamour that others had, odds seemed to indicate that this would be one reliable rookie ship.

**Allied Admiral Jim "Captain Gadget" Pate: USS Indiana** - Jim's battleship was in its usual excellent operating condition, surprising considering that Jim was spending most of his time working on his new USS Washington. Meanwhile, the Mr. Wizard of R/C Combat prepared to demonstrate his deadly wizardry on the minions of Axis evil.

**Brian "Flyboy" Craven: USS South Dakota** - Brian's ship benefited greatly from a new radio. This and another year's work promised to make the Sodak a mightier and more reliable ship than ever. The rest of us Allies were looking forward to seeing Brian break out of his slump and start to peak.

**Chris "Mr. Bubble" Pearce: HMS Queen Elizabeth** - The mighty Q.E. arrived with slightly modified wiring and a return to the "simple is better" philosophy. Known for reliability and ferocity, the Q.E. was expected to ravage any hapless ship which happened into sidemount range.

**James "Scourge" Foster: Sverige** - James brought his formidable pre-dreadnought to assist the Allied cause and wreak havoc on the unsuspecting (and numerous) enemy. This ship has long been known as a devilish target with surprising firepower.

**Bob Eakin: HMS Devonshire** - The lone Allied rookie made his debut with the first County class cruiser to be seen in the hobby since 1985. The Devonshire was equipped with two stern guns, and some truly unique machinery. As the only Allied cruiser, Bob was expected to garner more than his share of Axis attention.

Saturday dawned very, very chilly, with the rookies anxious to get into their first battle, and the veterans anxious to get into some warm shelter. After a while, a few rugged souls dared to put their ships on the water to go forth and do battle.

**Breakfast (Fleet battle #1):** The Axis fielded Dirty's Mutsu, Garret's Suzuya, Gerald's Niizuki, Steve's Lutzow, and Joe's Lutzow against the Allies with Jim's Indiana, Chris's Q.E., Foster's Sverige, and Bob's Devonshire. The first sortie opened up with a quick introduction to carnage for the rookies, who apparently didn't know better than to stay away from the battleships. (Unfortunately, that's hard to do when the other side is composed almost entirely of battleships.) Actually, the first to go was the Niizuki, after falling afoul of the Sverige's accurate shooting. Meanwhile, Steve Constant's Lutzow ran afoul of the other Allied battleships, and Joe Kutz went to far as to get sandwiched between the Indiana and Q.E. for some truly fierce pounding. These first three sinks happened within the first minutes of battle being declared.

Shortly after this, the Suzuya was seen listing over in some weeds, apparently immobile. The Q.E. was quick on the scene, emptying nearly all her ammo into the hapless ship, while Dirty's Mutsu tried to intervene and offer help. Dave was repaid in kind with attention from the Sverige and Indiana and was driven off as his son's ship sank to the bottom. As the Mutsu left the scene with pump blazing, the Q.E. and Indiana formed up for a long pursuit. Down the lakeshore they went, hoping that with just one more sink, they could make it a shut-out, something we haven't accomplished since the 1992 Triple Crown. They did get one more sink, but not the one they expected. As the Mutsu's superior speed was helping her outdistance the Allied battleships, the Q.E. was noticed to be behaving rather sluggishly. Chris hauled the battleship out of line, and turning on the pump, noticed that nothing seemed to be happening. This is a bad sign... The Q.E. headed back toward the dock in hopes of surviving five minutes, or at least sinking in shallower water. It was a close thing, with the Q.E. sinking alongside the dock with less than one hundred points of damage, and balsa clogging the pump outlet. Meanwhile, the rookie Devonshire had survived the battle quite handily, although the Mutsu had given her a bit of trouble at the beginning of the sortie.

Needless to say, with only one Axis ship surviving, a second sortie seemed unnecessary, so we totalled up the scores and prepared for the next battle. The scores for the first battle totalled 860 about 1200. Breakfast was done; now, the Allies prepared for Lunch. But, there was a between meal snack, in the form of a one-on-one battle between Steve Milholland's Lutzow and Joe Kutz's Lutzow

**Snack Time:** The battle began with both cruisers making attempts at firing approaches. Joe's Lutzow appeared to be working quite well as he closed and fired, scoring hits on Steve, and later



pumping as Steve fired back. Joe did his best to cope with backseat captains, and difficult concepts like the "spiral of death", while trying to dodge Steve's accurate salvos. The battle ended with both the Axis cruisers pumping, and the triumph of age and wisdom over youth, but at least it wasn't a massacre, and actually Joe did quite well. I'm sure that he went into the next fleet battle with a little more confidence.

**Lunch (Fleet Battle #2):** This battle featured an enhanced Allied fleet with the Indiana, Q.E., Sverige, Devonshire, and Brian's South Dakota against Dave's Mutsu, Wade's Bismark, Garret's Suzy Q., Steve M's Lutzow, Steve C's Lutzow, Joe's Lutzow, and D.W. Fluegel sailing his son's Lutzow. I think... Gerald might have been in this battle, but I don't remember.

Anyways, the sortie began with the Allied battle fleet once again descending to the feast. This time, however, the Axis rookies were a little more wary of the big battleships, heading out to open water where things would be a little safer. They were helped by the venerable Admiral Fluegel, who piloted his little cruiser ably into harms way and tormented the big Allied ships with stern gun fire. I think Fluegel's true calling is cruisers... Things did get interesting rather quick, as Garret's ship was seen listing again, and moving slowly. The Suzuya did return fire this time, scoring hits on the Q.E. as the battleship closed to sidemount range. As the hits poured in, the cruiser's list increased until the turn of the bilge was showing and the Q.E. was scoring hits on the bottom of the ship. Fortunately, the Suzuya sank before the carnage could go on much longer.

Meanwhile, the rest of the Axis were trying to get a little revenge from the Devonshire. Unfortunately for them, the big Brit's freeboard and pump came in handy as she survived the unwanted attention. The Allies, however were having other problems as Jim's Indiana had no guns. I forget what the failure was, but it left the Allies without one of their heavy hitters. Brian, Chris and James, meanwhile, were doing their best to take the battle to the Axis, most of whom had either sunk or called five early. The sole exception was Wade, who was seen slowing down while heading along the shoreline. The three remaining Allied heavy units pursued the giant Bismark until she became entangled in some grass she was attempting to hide behind. The South Dakota stayed outboard in open waters while the Q.E. and Sverige came in closer to shore to pound the "protected" side of the Bismark. It was over all too soon as magazines were exhausted and the thoroughly perforated Bismark was retrieve, still afloat, from the water.

This battle ended with much fewer sinks than the first, but a similar point spread, the massive damage to the Bismark and Suzuya making up for the cruiser sinks in the first. Once again, it was decided to end the battle after one sortie due to impending darkness and increasing chill. This left one last battle for the weekend, on Sunday.

**Sunday Dinner (Fleet Battle #3):** This battle began with fewer ships in the fray. Garret's Suzuya lost a prop, and Bob Eakin decided to head home and start working on a smaller, more maneuverable cruiser. Thankfully, the weather was a touch warmer, though, as the fleets prepared to sail. The Allied fleet consisted of the South Dakota, Q.E., and Sverige (Jim was feeling ill), while the Axis fleet consisted of the Mutsu, Wade's Bismark, Fluegel's Lutzow with Paul at the helm, Steve M's Lutzow, Steve C's Lutzow, and Joe's Lutzow. Again, I forget if Gerald was in this battle. (Sorry Gerald!)

The sinking began with an inadvertent ram by Steve Constant's Lutzow switching off Steve Milholland's pump. Steve M. then became the first Axis casualty. Paul Fluegel, meanwhile, stayed out of trouble, as Joe Kutz. Steve Constant, however, managed to collect some damage, and ended the sortie with some trouble. The Allied wagons, meanwhile, tried to concentrate their firepower on the Axis heavy units and spare the rookies the devastation they had received the previous day. Thus the second sortie began with many

## One Man's Opinion: CO2 By Curly Barret

As long as everyone is in a lather over the turned-down regulators, allow me to share my view.

According to the letter of the law, Bart's correct that he is not breaking our clubs rules—though OSHA (and my mom) may disapprove of the modified "risk" at hand. So the letter of the law is kept and, as far as I know, we have no data points to show even the slightest hint of failure in a modified rig. So where's the beef?

Well, several home-made freon tanks have exploded in the history of this hobby, causing serious damage to the ships and the immediate surroundings. Now, a freon tank is not the same as a cylinder of CO2, but that's not good news—that's bad. A tank full of CO2 has a tremendous amount of potential energy. Let me regale you with a story: When I was a wee lad, I worked at a golf course, where a bar upstairs was supplied by CO2 in the basement. Someone had left a full tank of CO2 in a precarious position, unchained, 5' off the floor. It fell. The nozzle/handle struck the basement floor and broke off. The rush of gas exiting the tank propelled the tank upwards through the wall of the basement, taking out 6' of cinder blocks and blowing a 5' crater of dirt near the side of the clubhouse. This slightly mangled 4' CO2 tank continued on for another 850' before burying itself 2' into the 8th green—just 15' from a foursome. True story ... WOW!

Now, our tanks are not that big and can never come close to that power of the 4' tank. But our refill tanks do need to be treated with respect. Do not underestimate the power of the tank! It would be at least as bad as the freon tanks that blew, and nobody has ever said, "I wish I would have been a lot closer when it blew!"

What's the answer?

The real key is the first goal of the hobby: Safety! (Hey, I'm channeling Stan) Can there be any argument that the modified regulators, while rightfully within the law regarding regulators, is pressing the envelope of the main goal of the hobby?

Can the four ounces of weight saved be worth it? Worth an eye? An eardrum? A ship? A life?

Who need rhetorical questions?

If weight is the issue, there exists an alternative solution that is safe, whether its aluminum regulators or whatever ... the safety of our friends and family is at issue. We can't afford to risk that.

There are, however, alternate solutions. For example, could we get the company who makes these regulators to mill them down to size for us? Can we bulk-order the aluminum regulators to help bring the cost down? Can we agree that the safety of our friends and families is worth rewriting the rules to allow an addition 4 oz. to those ships who feel they need to mill to make weight?

Enough said (probably too much said).

Remember the second goal of the hobby: Fun!



more Axis targets than were available the previous day.

In the second sortie, the Q.E. and South Dakota went in pursuit of Fluegel's Lutzow, but gave up after a short chase, only to have the Lutzow sink a few minutes later due to unknown causes. Steve Constant's Lutzow absorbed a little more damage, and while in a sinking condition managed to bump into Wade's Bismark which had slowed down and was being pounded by the Q.E. Wade's ship rolled over and sank a few feet later. This left the Mutsu, and Joe's Lutzow as the only survivors of the Allied onslaught. Of course, the score was once again what you'd expect - a lot to a little.

Thus ended the first installment of the Texas Triple Crown. Without score sheets, it's impossible to say precisely, but the points

lead appeared to belong to Chris, since the Queen Elizabeth was the only Allied capital ship to participate in all three fleet battles, Jim and Brian each missing one battle. Fluegel's Bismark never even made it on the water. Perhaps this was just as well... Meanwhile, the Axis went home licking their wounds and plotting for revenge in the next Triple Crown battle, to be held in Houston.

Houston's battle saw a much smaller crowd, due to refits and lack of getting the word out. Thus, the Axis attendees were: Fluegel with the Bismark, David Haynes with the Mutsu (Garrett had the Suzuya along, but it was lacking a CO2 regulator), Gerald with the mighty Musashi and Niizuki, and Wade with the Bismark. The Allies were represented by Jim with the Indiana, Brian with the South Dakota, and Chris with the Queen Elizabeth.

**Fleet Battle #1:** This battle started out with Fluegel and Dirty being the only two Axis contenders and playing a very smart run and gun. They didn't take very many shots, but they chose them carefully. Meanwhile, the Allied battleships tried to get around the Axis wagons and trap them, but they seemed to squirt free almost every time. The Axis called five and retreated, leaving three frustrated Allied captains to try and chase them. When the scores were tallied, it was found that for the first time in years, the Texas Axis had won a sortie. It was also found that a certain British battleship spent a little too much time chasing a certain Bismark. However, the Allies' hopes were not dashed, as we knew that Wade would be joining the Axis fleet for the second sortie.

The second sortie began with the Allies resolved not to play the Axis run and gun game. If worse came to worst, we would wait for one of them to run out of batteries, or make a mistake, whichever came first. Into this tense situation came Wade's Bismark to play. Play we did, and it wasn't too long before the Bismark was rolling over and playing dead. The old masters, Fluegel and Dirty tried to help, but it was too late, and it was all over too quickly. The battle ended with the relieved Allies celebrating yet another victory...

**Fleet Battle #2:** This battle saw the Axis fleet at full strength as the Musashi sailed under full power for the first time in years. Unfortunately, the Musashi's batteries also knew this, because they were not at full strength. It wasn't too long before the Musashi was cruising along next to shore with the Indiana attached to one side and the Q.E. attached to the other, while Brian held the other Axis battleships at bay. Sidemount fire poured into the hull of the Musashi, and it wasn't too long before the pressure overcame the waning reserves of the aging batteries, and the Musashi settled to the bottom. The Indiana and Q.E., meanwhile, retreated to wait out their five minutes, as they'd exhausted their ammunition supplies on the Japanese behemoth. The South Dakota meanwhile, was able to have some fun with the Axis battleships as they tried to exact some revenge on the two culprits. The second sortie of this battle saw the Niizuki

dodging into the fray, and further punishment of the Axis fleet. However, no more sinks made the trip to Davey Jones, and the battling was left to be concluded on Sunday.

**Fleet Battle #3:** Sunday saw the Axis in desperation. Gerald had spent the night before trying to rejuvenate his lackluster batteries, and the other Axis working on the reliability of their systems. The Allies, meanwhile, had spent the evening playing video games and enjoying the camaraderie. (And occasionally helping the Axis captains fix their ships...)

As the two fleets sailed to clash, the Musashi was seen maneuvering at high speed to bring her multiple stern guns to bear. However, after a few minutes of action, the Musashi was seen maneuvering at low speed to get into shallow water, again with a pair of Allied battleships attached. The remainder of the sortie was pretty much a repeat of the previous battle, with the ammo depleted Allies trying to keep the remaining Axis ships from causing serious trouble.

The second sortie of this battle again saw the Niizuki sailing to aid the Axis cause. This time, however, Gerald had taken the time to arrange some branches in the water as an obstacle behind which his DD could hide. The Captain of the Queen Elizabeth found this far too tempting and proceeded to pursue the little destroyer into the thicket. This was a possibility that Gerald was not prepared for, and the Niizuki absorbed several broadsides before she managed to escape the trap. As she fled the scene, with the Q.E. in hot pursuit, she appeared to be in serious danger of sinking, but another salvo from the Q.E. removed a large portion of the superstructure, and the added buoyancy allowed the destroyer to stay afloat for the remainder of its two minutes. Meanwhile, the other Allied capital ships were kept busy harassing the Axis battle fleet and keeping them from the victory they sought. All in all, or at least the best I can remember, the battle ended with no further incidents.

Unfortunately, after last year's Nats saw the Axis defeated decisively that it seemed almost like another Texas Triple Crown battle, the Axis were so exhausted that they lost interest, and due to schedule conflicts, bad weather, and general apathy, the third Triple Crown battle was not held. By general consensus among the Allied fleet, it was decided that Chris Pearce and his HMS Queen Elizabeth were the winners of the 1994 Texas Double Crown, primarily due to the fact that the Q.E. participated in all the battles.

This year's battling starts in just a few short weeks, on March 11 - 12 in Houston, where the Axis will again attempt to regain control of the seas, and the Allies will attempt to send them reeling in defeat yet again. What will the outcome be??? That story remains to be told, but if you'd like to have a place in one of the tall tales from Texas, get in touch with Brian Craven at (713) 537-1435 for more information on how you can attend and participate in some of the rip-roarin'est battlin' the hobby has ever seen. Hope to see 'ya there!

#### TECHNICAL NOTE, AXIS SECRET WEAPON

A massive research project has been launched by the Axis high command. The primary component of this project seems to be a project known only as DEEP6. The project while detail are unknown, has been under investigation for a long period of time by Allied high command.

The purpose of DEEP6 as determined by our deep cover operatives appears to center around the idea of "Denial". What this doctrine encompasses, our operatives are unsure. Our top people suspect that DEEP6 is an attempt by the axis to avoid damage inherent in a surface battle. How the axis plan to manage such a objective remains a mystery.

#### ALL THREE TEXAS TRIPLE CROWNS ARE BEFORE NATS

Yes that's right. All three TTC's will be held before NATS. Here are the dates, locations, and contacts:

MARCH 11, 12 Houston  
Brian Craven 713-537-1435

APRIL 22, 23 Fredricksburg  
Jim Pate 210-669-2441

JUNE 10, 11 Abilene  
915-673-5130



We put all three TTC's before NATS to get all tuned up. We'll see ya at the meets, and we'll be ready for NATS!

Wade

PUMP FLOATS.

By Fluegel

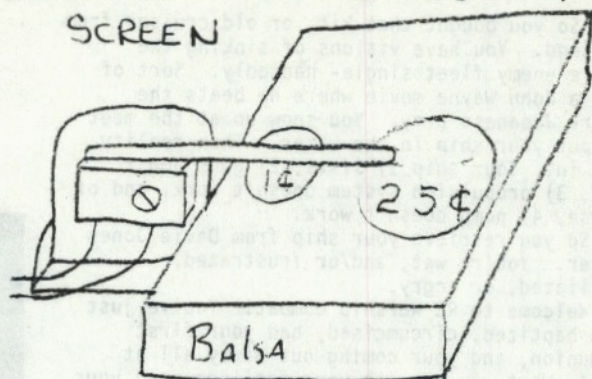
I have messed with automatic pump turn on systems for years and years. I have appreciated the float type over the electronic type and felt in my heart that I knew the topic better than anybody. Talking to Dirty Dave about his pump system I was surprised how long he had battled with only a float for a turn on, no servo back-up. I realized that I was in the presence of the true float master. You can imagine my surprise when he said the true master of the float was master Gerald, and he was only a grass hopper student compared to Gerald. I recalled Gerald doing a number of float refinements so I put on my jumbo demeanor face and took a pilgrimage to master Gerald's. He looked down at my pump turn on system and said these heart pounding words, I love you, I mean he said "turn your switch over and put some weights on your float, uh, where did you get the beer?".

I was puzzled, why should I put weight on my float? I wanted it to turn on with as little water as possible. Dirty told me how his pump would stay on sometimes and how the weights solved that. The reason the pump needed to be turned over (with the electric leads down) was to increase its sensitivity also. The switch has a tiny spring in it and it works against the float.

Back in my bunker I installed a float in my son's Lutow. Bench tests required alot of weight, a quarter and a penny. My float is oddly big, 1'X 1.75"X .33". Gerald's float is much smaller and he use's beebees for weights.

The test is always battle, but sea trials were excellent! It should be noted that the whole

ENCLOSE IT ALL UNDER A SCREEN



float system should be encased in a screen. As the years tick off I have realized that "artificial intelligence" is not optional. I don't see as sharply as I once did, and my son has the opposite problem, youth. Maybe a float is what you need?

Definition.

SLUGGER JUNKIE= one who loves to park and exchange side mounts.

1995 NATIONALS REGISTRATION

CAPTAIN: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
 STREET: \_\_\_\_\_  
 CITY: \_\_\_\_\_

#1 WARSHIP CLASS:---	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR
#2 WARSHIP CLASS:---	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR
#1 CONVOY SHIP:	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR
#2 CONVOY SHIP:	CHANNEL:	FREQ:
NAME:-----	TYPE:	AM/FM/NAR

REGISTRATION FEES ARE:

\$50 (POSTMARK BEFORE/ON 1 JUNE)	-----
\$60 (POSTMARK AFTER 1 JUNE)	-----
CO2 (OPTIONAL)	
7 OZ TANK PER WK PER PERSON-\$10	-----
3 OZ TANK PER WK PER PERSON- \$5	-----
T-SHIRTS (OPTIONAL):	
CHILD(S___,M___,L___)\$13	-----
ADULT(S___,M___,L___,XL___)\$14	-----
2X___,3X___,4X___,5X___,6X___	-----
---\$15---\$16---\$17---\$18---\$19	

TOTAL ENCLOSED -----

SEND TO:  
 RICK WHITSELL  
 9807 N. LYDIA  
 KANSAS CITY, MO 64155

WHY DID FLUEGEL TAPE MY CHECK TO THIS PAGE. or THE SIX DOLLAR PROBLEM.

Several subscribers have mailed me the old subscription sum of \$6 dollars. Most of these people, I think, are new subscribers who are reading the various boating magazines, and see the Hull Busters offer. So, what do I do with the checks? I thought about mailing them back with a note saying the price went up, but decided to put it in this article so you could sample an issue before you buy.

To subscribe if, you first mailed me \$6, fill in this form. It will tell me you are a subscriber who has already received the Feb 95 issue. If you some how are reading this and wish to subscribe, but have not received the Feb issue, mail me \$9 and do not inclose this form. It tells me who has received the feb issue and who mailed me the correct amount the first time.

Yes, I still choose to subscribe  
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Where Do Rookies Go?

So you bought that kit, or old cruiser from a friend. You have visions of sinking the entire enemy fleet single-handedly. Sort of like a John Wayne movie where he beats the entire Japanese army. You show up at the meet and put your ship in the water. Then reality sets in. Your ship 1) lists, 2) guns don't work, 3) propulsion system doesn't work, and of course, 4) pump doesn't work.

So you retrieve your ship from Davie Jones Locker. You're wet, and/or frustrated, humiliated, or angry.

Welcome to RC Warship combat! You've just been baptized, circumcised, had your first communion, and your coming out party all at once! What you do with your feelings, and your ship is now in your hands.

I can't begin to count the number of times that we see a rookie once at a event, and NEVER see or hear from them again. That's okay. Either they decided they didn't like being sunk, don't have the intestinal fortitude, didn't have the time to invest in it, or it was harder/rougher than they thought.

Personally I was a three year rookie. I was almost always a sure sink, or at least a liability. I pulled my team down because of points I lost due to sinking or getting pummeled. Very slowly I got better. Most of you out there, including rookies, are better than I was my first three years. If it wasn't for the battlers, their family, and their friends encouraging me, kidding around with me, and being nice to me I wouldn't have stayed in the hobby. I showed up with a lousy ship, but a good attitude.

There's an old saying in this hobby, "I started because of the ships, but stayed in it because of the people." It couldn't be more true. The people in this hobby will lend, and give, parts, time, and experience to help you get out on the water. And the very same people will sink you in a second if you go dead in the water, or any of a thousand other things that could and will go wrong. These people are also very good about living a happy life and sharing it with you. I have some close friends in this hobby who I care very much about and they have made my life richer and happier because I know them.

All of you rookies out there take heart. Through all of the sinkings, hands that are cut, painted, glued; backs that hurt, not enough time/sleep, traveling, sleazy hotels, hot/cold days, and money; it's worth it. You get what

you put into this hobby, and life. I am a better, and happier person because of this hobby. Hang in there, keep a smile your face, and keep battling. Also if you want to talk a cassette tape to someone about this hobby or life call or write Fluegel. He'll put you in contact with someone who will talk back to you.

Wade Koehn

## Port Polar Bear Earns Major Defense Contract

With the cost of HULL BUSTERS soaring to unprecedented levels, drastic changes had to be made in the defense budget in the Northland. The Axis fleet is happy to announce a resurgence of funding and energy toward achieving World Peace Through Total Global Domination.

This is due to the new job that John "Curly" Barrett landed. Beginning January 3, 1995, Curly is a copywriter for DAMARK International, a discount direct-mail company that puts out around 100 catalogs every year. After easily surviving on the income Amy made by herself, the Barrett family is looking forward to the ballooned budget of a second income.

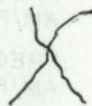
Among other things, the new funds will help the Konig switch over to CO2 this year. The funds will also make NATS a real possibility; it's only been eight years since Curly attended. Port Polar Bear is proud of its fleet and hopes to send several combatants to Springfield in '95.

The Northland would like to take this time to express its gratitude to "Curly's" wife, Amy, who made battling a possibility even when employment was not. She encouraged him to continue the hobby, while also encouraging him to send resumes out. Thanks, Amy!

deer mr edeter. i red that story sum  
guy named Vern dern Boogerbrain rote  
bout the ships in yore litle ol paper  
and it done gone an nspired me 2 rite  
a poem about him. hiT goes lik dis.

Dem whut kan sails n' shoots n' fights  
Dem whut kant sits n' gripes n' rites.

Tankuverymuch



(his mark)

Bubba

Kaptn of the USS SKEERED O NUTHIN

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