

Editor D.W. Fluegel

Hull Busters is really the host of the hobby. That includes the original IRCWCC and the new MWC Ink club, and even, though to a *much lesser* extent, the not new, not old club "Big Gun". To do this, I have chosen to show the clubs article by the borders that box every article. It will be our secret code!

IRWCC BORDER

MWC Ink BORDER

Non club specific articles will just have a normal border.

I wonder how this will work? Some say I am giving credence to a new club, kind of recognizing it and giving it credibility. That may be true? I hope it's not wrong. I have only got a hand full of subscribers as of Jan 15, 27 IRCWCC, 7 MWC, and 2 Big Gun. I would have another Big Gun, but the subscriber said he didn't know how to join that club. A few have joined two clubs, and some are not joining any club, just subscribing to this newsletter. I hope to have 150+ subscribers this year, and I will let you know, if they fill out the surveys, what their club preference is.

Both NATS site host have done an excellent job about getting the word out about the big events. In fact, they are both sending me the last two pages PREPRINTED. Thanks to both of you, Sky Rucker, and Mike Torda.

There will be a hand full of combatants going to both Nats, I talked to them about making a "report card" comparing the clubs. You know, fun, *simiscale* model warships, safety, tradition, who knows what else. After some talk, we decided that this could be unhealthy, somehow pitting the two clubs against each other. So we may, and I hope do, have some stories about going to two Nats in three weeks. All three founders are intending on going to both, as well as a rookie, Kevin Bray, and Mike Torda. Any body else?

Well, I hope there's peace among the combat world, so far it's going pretty well.

Look at that logo, remember my Hitler logos? You can thank Jeff Pindexter for 7 new logos, have you noticed nobody ever says a kind word about Hitler? I think he was a snappy dresser. Oh well.

in there, and I doubt that I will ever build the best of scale boat either. Recently, in my opinion, the acceptance of other points of view has become less common in the obby. It seems that more and more, if you don't hold "my" opinions then you are evil in some way and must be forced to concede that my course is the only true one. The need to see someone knuckle under seems to be more important somehow than the good of the hobby.

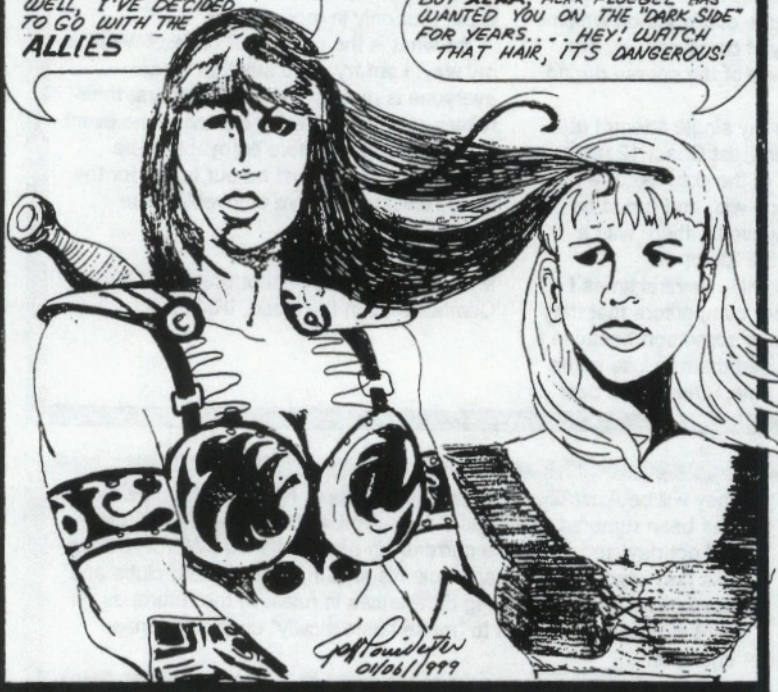
So please allow me to geeze (As in Old Geezer) for a while! After I started building model warships in this hobby and realized that I could truly build a boat, I gained an interest in other aspects of model boating. I belong to several different branches of the model boating hobby now: precision steering events (scale events), and model sailing. In model sailing, I have sailed in several levels of events where the level of competition is different or at least the attitude of the competitors was different. I would like to describe to you if I can the difference and see if you can find parallels in our hobby.

HULL BUSTERS

FEBRUARY 1999

GABRIELLE... SINCE THE "TEXAS" IS DOING SO WELL, I'VE DECIDED TO GO WITH THE ALLIES

BUT XENA, HEPR FLUEGEL HAS WANTED YOU ON THE "DARK SIDE" FOR YEARS... HEY! WATCH THAT HAIR, IT'S DANGEROUS!



From the Commander's Desk

President Marty Hayes, IRCWCC.

Well, its Hullbuster time again and I need to get the article together again! A lot has happened between my last article and this one, as many of you already know.

We now have a new Vice President because Brian Eliassen informed me that he no longer wished to fill that position. The new Vice President is Christopher Decker of the NEDF, and I hope that you will all give him a lot of support. We also have chosen a new CD for the 1999 Nats because as I told you last time that position had become open when James Foster had to give up the post. The new Contest Director for Nats is Steve Andrews of MAG. Steve was the other candidate to run for CD at the rules meeting at Nationals 1998.

I didn't realize how farsighted my last article (Christmas, 1998) was going to be when I wrote it. I was aware that there were undercurrents of discontent in the IR/CWCC at the time, but not aware of how far they could or would stretch. I was unaware of the changes planned by others within the organization at the time and so was surprised how accurate my article was to be. I had hoped for an opening of the lines of communications and open discussion which could bring about positive change rather than

even more division. Now I must also try to follow my own advice and look for the best rather than the worst and try to bring up a positive self fulfilling prophesy. I hope that the future will bring increased opportunity for all to join and enjoy this most wonderful and peculiar of hobbies.

The nature of this hobby is somewhat strange and different people join it for different reasons. Some join because of a deep and abiding interest in the historic past and the ships and sailors which lived it. Some join because of the technical challenge of putting together a masterpiece of machinery. Some join because of the competitive nature of the hobby bringing on some "mano-mano" sort of challenge in their lives. Some join because of the other people in the hobby or just the fascination of putting together something that works (even for a little while) and looks pretty neat. Whatever the reason for joining, the combatant is placed in a stew of counter expectations as to what they will get or should get out of the hobby and what they should put into the hobby, their craft, and the support for their side, club, group, etc. Most of us try to gain additional insight into the areas that others find interesting, but may never rise to the level of interest that others might hold in that facet of the hobby. In my case, I will never develop a true killer instinct, it just isn't

I sail with two local groups of sailors, both of which have awards at the end of the season for the winning boat or boats. One group sails a one design local design (modeled after a local oyster craft, the kipjack.) The boats in these races are supposed to be identical in weight, sail area, etc. The boats are poor sailing craft compared with the competitive fiberglass boats that used in many sailing clubs. The rules are few and in some cases poorly understood. These craft have long bow sprites and can impale another craft during a race putting both craft out of the race for the duration. Most collisions such as described above are taken with perhaps a little gnashing of the teeth, but not much. There are a few very competitive sailors, who tend to get somewhat up tight when this occurs, but thankfully very few. So the atmosphere is mostly rather pleasant even when your boat is far behind and can't seem to pass a

mark.

My other local club, a model schooner club is even more accepting of the foibles of others. We have one member armed with a long bow sprite, who is not competitive and often moves in bizarre directions ensnaring any craft nearby. This is taken by one and all, as part of the course obstacles on which there is the possibility of being caught, like being on the wrong side of the course during a wind shift.

And lastly, there is my single attempt at National level racing in East Coast 12 meter racing. While many of the competitor were pretty easy to get along with and fun to be with and talk to off the water, there was a larger percentage of the "do or die" competitors at this event. Several times I was cautioned by other competitors that they would file a grievance or some sort because I had inadvertently caused them to lose some edge or a moment in time. One of the best

racers informed me that I HAD to sail a higher course (his boat was just below mine and trying to sail under me) or he had no choice but to file a protest. The weekend was not as enjoyable as my local sailing due to the strain of the competition. Never the less, I did enjoy it and will probably do it again (but only in moderation).

So what is the point of all of this? Well, in my way, I am trying to say that when everyone is more accepting of others, their foibles and their differing behavior, the event and the group are more enjoyable to be around. So that should be our target for the New Year, "to be more enjoyable to be around".

So Happy New Year!

Marty Hayes, President of the oldest R/C Combat Club in the world, IR/CWCC

PRESIDENTS COLUMN

PRESIDENT Bart Purvis MWC ink.

I would like to report that, due to much hard work by the club's directors, Model Warship Combat is off to a great start. Robert Rucker, the 1999 site host, deserves a "Thank you" from the entire club for his accomplishments in setting up the First Annual MWC Nationals in such a short period of time. He has performed magnificently and will make sure we have a user-friendly site at Oklahoma City in July.

I would like to address a few questions about the MWC Nationals format. There will be few, if any, changes in the way we organize and battle during the week. There will be the usual fleet battles. There will also be the usual campaign battles. There will be two fleets and

they will be Axis/Allied. We will NOT, repeat NOT, fight red/blue as has been rumored. Our basic construction, battle and safety rules will not deviate from those currently in use by the IR/CWCC. During this first year a captain can battle his ship in either or both clubs and have no problems regarding differences in rules. In the future, as an old saying goes, we plan to "make haste slowly" concerning rules changes.

I want to extend my thanks to the captains who have chosen to join MWC this year. I appreciate your confidence and trust in the officers and directors.

And may all of us have a banner year within our magnificent hobby.

Sincerely,
Bart Purvis

Observations of a founding Father.

fluegel 12/27/98

I have a young friend who received a fiberglass hull of the DKM Hipper. The hull looked really clean and the lines were sharp. First impressions were good. Still, something bothered me, so I pulled out a good, set of plans that I once purchased from Germany. Sure enough, it was

pritty far off! It was about 1" too short, maybe that was on perpose, you know, the 2% pluss or minus thing, which was intended to allow room for human eror. The stern was too narrow, which suprised me as the stern is supposed to be narrow, just not that narrow. These inaccuracies would not have prompted an article.

The real problem is the highth of the hull. It's about 3/8" too low! That's like a "story" short in 1:144 scale. To get the ship to float at its water line, so it would look scale in the water, one would have to remove *allot* of

weight, like its batteries. The rules say the hull must be "relatively scale". What's that? Kind of like pornography, you know "wrong" when its floating in front of you. This ship is not "reality scale". It is illegal. I can say that because it means little coming from me, I mean the CD or e-board makes those difficult desisions, no one else, including me. And, it's OK for a rookie, they have so many challenges without having to document a ship hull that they bought in "good faith".

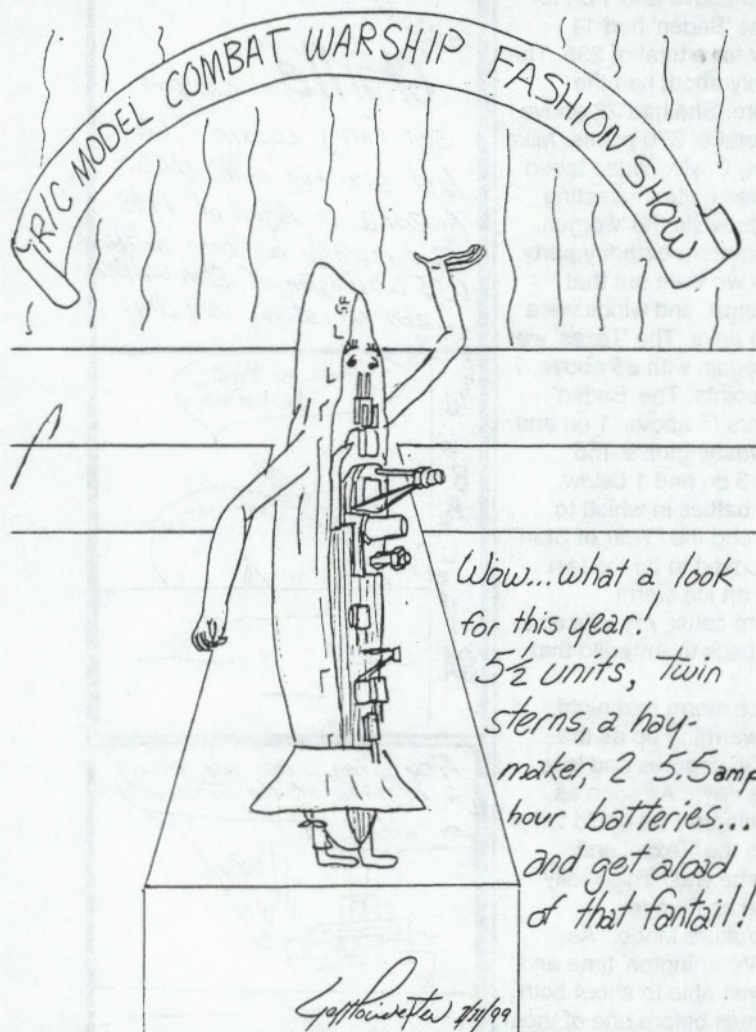
Still, the commercial modelers should wake up and realize their

responsibility of starting with accurate plans. No accurate plans means no construction. Who ever made the Hipper is a skilled modeler, and I say that so I could say something nice, but to many fiberglass hulls are made without the proper research, its kind of a "first things first" thing.

It was kind of sad to see my young friends face when he realized how off his ship was. He really is working hard to make a scale ship. He will work hard, and have a clean ship, but it will never be scale.

1999 Nats authors needed?

In the past, Hull Busters needed 5 or 6 combat ready authors. I asked them to cover one day in 4 to 8 typed pages. Now with two Nats to cover, Hull Busters needs twice as many authors, but lets say only 2 to 4 typed pages (column width only 3.75 inches, single spaced). Please contact me to volunteer your services, and thanks in advance. fluegel7@juno.com



Fiberglass Hulls And Turrets

Happy New Year Everybody!!

I would like to take this opportunity to inform everyone that I will continue to be a distributor, and point of contact for Ralph Coles, and Bob Pottle, (up in Canada), and also Charley Stephans from Florida. In addition, I am also in contact with a new newcomers that are working on fiberglass hulls for the first time, and may at sometime in the future be willing to sell some hulls to recover some of the costs of plug/mold making. In return for my assistance, some of these hull makers will help me increase the availability of fiberglass hulls, and turrets for the French navy. Like last year, I plan to stock some of these hull, especially the new stuff, and most everything French.

I have already sent in my membership forms for both the IR/CWCC, and MWC. My ability to make either of the Nats events is at this time still in question, (due to work), but I plan to make several regional events throughout the year. I will have

Axis Admiral Resigns...

Sad news, folks. David Haynes has decided that he doesn't really want to be Axis Admiral next year, since he wasn't sure which Nats he'd be able to go to and didn't really feel like he should be Admiral in that situation. In that case, and since we will be having a new Nats with a new club in a new place, with an essentially new Axis fleet, it would be nice if we had an Admiral.

some hulls with me to show around, and then sell, so if you plan to make a meet and wish to see any of these hulls, please feel free to contact me.

Here is a list of all the hulls I have access to. Prices are in U.S. dollars, directly from the producer, and do not include shipping, and customs (if applicable).

Hulls from Ralph Coles. (Canada)

Yamato	130.00
Richelieu	100.00
Vittorio Veneto	100.00
South Dakota	100.00
Nelson	90.00
Nassau	90.00
Takao	65.00
Admiral Hipper	70.00
Gearing DD	40.00
Surcouf French Sub	50.00
Akitsuki DD	40.00
Tennessee (bulged)	100.00
Barham/Malaya (bulged)	120.00

Hulls to come.

Mogador, French DD, Mogami

Hulls from Bob Pottle (Canada)

Hood (with turrets)	125.00
Glorious (with turrets, and conning tower)	105.00
Canarias/Baleares (with turrets)	69.00
Terror (with turret, and barbette)	69.00
Roberts/Abercrombie (with turret/barbette/drawings)	73.00
Espana (with turrets)	98.00
Z-23 DD	40.00

Hulls to come.

Duke of Edinburg (armored cruiser)
Hawkins (heavy cruiser)
London/Dorsetshire (heavy cruiser)
Gorgon (monitor)

Hulls from Charley Stephans. (Florida)

Atlanta	hull 55.00, turrets 20.00, S/S plans 10.00, kit 75.00
Des Moines	hull 70.00, turrets 25.00, S/S plans 10.00, kit 100.00
Dunkerque	hull 70.00, turrets 25.00, S/S plans 10.00, kit 100.00
Suffren	hull 60.00, turrets 12.00, S/S plans 10.00, kit 80.00
Scharnhorst	hull 85.00, turrets 35.00, S/S plans 15.00, kit 130.00
Scheer (no hull)	turrets 20.00, S/S plans 10.00
Spee (no hull)	turrets 20.00, S/S plans 10.00

Hulls to come.

Fuso Baltimore Ise Algeria

I am in contact with a guy that is producing a F/G hull for Nagato, and another guy that is producing a German H-39. There may be hulls available for Lion, Indefatigable, and Vanguard as the year progresses.

If anyone is interested in obtaining any of these hulls, please contact the hull producer, or myself! Phone numbers, and E-mail addresses are.

Ralph Coles K_COLES@HUSKY1.STMARYS.CA

Bob Pottle kap.rap@ns.sympatico.ca

Charley Stephans WingMan174@aol.com (941)-772-3097

Mike Deskin MDeskin@aol.com (937)-233-5251 or (937)-233-5590

Best of luck in 99!!!! Mikey

That being the case, we'll be having another vote, and again, Fluegel will be doing the counting. So, if you're planning on going to the Oklahoma City Nats, send your vote for Axis Admiral to fluegel7@juno.com, or D.W. Fluegel, at the address on the back of the newsletter. Remember to vote for someone who will be going to the Oklahoma City Nats, and who is willing to be the Admiral. (Otherwise, your votes will be rather irrelevant!)

The December 1998 Texas Winter Mini-Nats

It was December 21st. and a cold Monday afternoon for the start of the annual Texas Mini-Nats. The temperature was about 28 degrees and the ind was blowing about 20 to 25 mph. In the past it usually was just Herr Fluegel and Stan Watkins battling in the cold December Dallas area waters.

But since I was in the area I was invited to battle in this most famous Mini-Nats. We had decided to have only a one sortie battle every day and to count the damage back in Fluegel's garage after each day's battle. Fluegel and I were content with this but Stan wanted as many battles as possible. He, after all, had traveled the farthest and was ready, willing and able to do battle all day long. Fluegel and I were too cold to battle more than one time a day. We also decided that it would be a colonization battle, a free-for-all, with the ship having the least amount of damage being declared the winner for each day of battle.

All the ships weathered well in the wind tossed seas of Palo Vardis Park Lake, in Mesquite, Texas. This first battle Pasted a total of about 27 minutes counting loading the ships in Fluegel's van to go to battle, the trip to the lake, the trip back from the lake, and unloading the ships in the garage. We also decided, during that first battle, to do way with the '5 minute rule' due to the extreme cold! Fluegel's 'Baden' was declared the winner of that first battle when we counted damage and found only 8 total BB holes in her. This was 4 above and 4 below for a total of 240 points given up. Stan's 'Washington' had come in second with 10 above, 2 on and 2 below or 250 points given up. My 'Texas' had given up 665 points from 29 above, 3 on and 6 below the water line hits. Not a very good start for the 'Texas' but only a very marginal win for the 'Baden' with only a 10 point lead over the 'Washington'. That afternoon after the battle I knocked my transmitter off of the work table onto the concrete floor of Fluegel's garage. It did not appear to have damaged it at first. Then I discovered that it would not transmit. When checking it over I found that the #80 transmitter crystal had popped out. White looking for it I accidentally stepped on it and broke one of the pins. The next morning I called around and found a hobby shop that actually had a pair of crystals on that #80 frequency in stock, that would work for my JR radio.

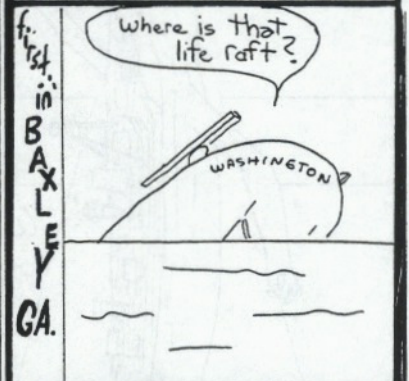
On Tuesday afternoon, December 22nd, (my youngest daughter's 23rd birthday), The temperature and winds were about the same as the first day but Stan was able to pound vengeance upon the 'Baden' and was announced winner of the second battle. The

'Washington' had only 10 above and 1 on for damage totaling 125. The 'Baden' had 11 above, 1 on and 2 below for a total of 235. The 'Texas' did better with only about half the damage as the day before. She had 22 above, 2 on and 2 below for a total of 370 points. Mike (Axis War correspondent) Boyles video taped this battle for us and it was quite interesting watching it later that night while the 'women folk' were giving my daughter a birthday party.

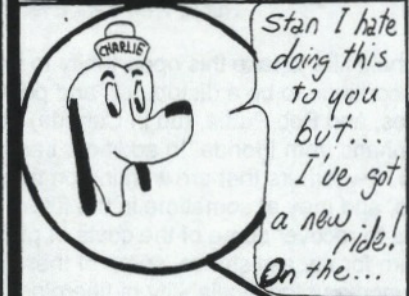
On Wednesday we went out that morning and again the temp. and winds were the same as the first two days. The 'Texas' was hit way too many times again with 35 above, 7 on and 2 below for 625 points. The 'Baden' barely won with 125 points (5 above, 1 on and 1 below) compared to Washington's 155 points done by 3 above, 3 on and 1 below. Stan had only two more battles in which to catch up with Fluegel to end the "Year of Stan" in victory. This was supposed to be the last day for me to battle, but an ice storm developed in the area that cause my wife and me to postpone our trip back to Amarillo that following morning.

Even with the ice storm that night, Thursday morning was warming up as the temperature was about 35 degrees and less windy than the first three days. As soon as Stan launched the 'Washington' he could tell something was wrong as the 'Texas' and 'Baden' were as fast as she was! This really gave the 'Baden' an edge as Fluegel immediately went into "Vulture Mode." As Fluegel lined up on the 'Washington' time and time again, the 'Texas' was able to shoot both of them at least a few times before one of them or the other would chase her away. Both the 'Baden' and the 'Washington' were coming out of the water as the 'Texas' sailed majestically back and forth on the lake as she was still armed. It was then that Stan discovered that his ship's starboard prop was missing. Assuming the battle was over I took the 'Texas' out of the water and looking back at the van I heard Stan yell "come back here." Turning toward Stan, Fluegel and I both saw that the 'Washington', in a fit of despair and shame from the loss of battle, slide off of the ice covered shore grass and then imbedded it's bow into the muddy bottom of the lake. The lake water was churning around the 'Washington's' pump outlet as Stan quickly and skillfully lifted her back on shore. If only the 'Texas' had still been in the water! While counting damage back at the garage it was confirmed that the 'Baden' had indeed taken less damage then the other two ships. 12 above, 1 on and 1 below for damage of only 195. The 'Washington' had 22 above, 2 on and 1 below for damage of 320. A big surprise came when counting the damage of the 'Texas'. She had 12 above, 4 on and 2 below for damage totaling, and get this, 320! The same as the 'Washington'. The 'Texas' actually tied for second. This was beginning to be fun!

Remember
'Charlie' snoppy's
sea faring cousin? We
last saw him on the U.S.S.
Arizona in August of 1983.
Most recently he's been on the
U.S.S. Washington of Stan Watkins
...and not staying very dry!

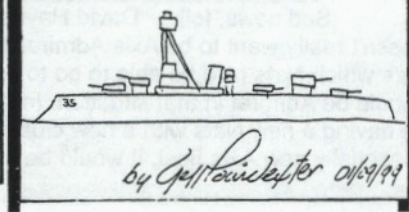


and then at the Dallas Mini-Nats



... new hope of the Allied Fleet... the **'USS TEXAS'**

one question however... does Jeff even know what superstructure is?



I stayed up to about 1:30 am that night putting balsa back on four rib sections I had pulled off after I was told there would be one last battle Christmas morning. I also repainted the Texas hull and added a scale 1/2 inch black taped water line. That morning, about 9:00 am at the lake as we were unloading the ships, we got off to a false start when Fluegel announced it would be just Stan and Me. We talked him into all of us going back to the house while he bypassed his radio on/off switch to get his ship to work. After returning to the 75% ice covered lake, we all launched our ships. The 'Texas' almost immediately ran against the ice floating in the lake. The crunching sound was fearful but apparently did little or no damage. She did this several more times during the course of the battle. Stan had replaced the missing starboard prop with a slightly smaller one and was again faster than the 'Baden' and 'Texas'. However there was not as much lake as there were the first four days. This was a strange day as the temp was warmer than any day before at 40 degrees and no wind but there was ice on the lake that wasn't there before. So, the 'Washington' could not get away and stay away as she could in the past. It was like watching two ducks after a dolphin as the 'Texas' and the 'Baden' chased the 'Washington' from one place on the lake to another. The 'Washington' scraped against the ice several times during these chases and the resulting sounds indicated she had did more damage to herself then when the 'Texas' had done it. Fluegel and I ran the 'Washington' into the shore once were 'scale tonnes' of earth were left on her decks and another time we ran her into the rocks, which she easily back off of. While Stan was bringing the 'Washington' back to the launching site, for removal from the battle, I was able to run the 'Baden' into the ice before Fluegel knew what as going on. Stan was able to get

the 'Washington' back on shore before the two "ducks" arrived. Soon after we were also out of BB's. Back at the garage we counted the 'Baden' first and found that she had received 19 above, 5 on and 7 below for a damage score of 665. (The same as the Texas' the first day.) The 'Washington' was counted next with 20 above, 4 on and 5 below for damage points of 550. She also had 4 or 5 rather long "ice cuts" in her hull that was probably due to her larger size and greater speed. But, she had beaten the 'Baden'. After counting the damage to the Texas of 18 above, 5 on and 2 below, I had to recount the score. The 'Texas' had only 405 points of damage. I went into shock, I yelled, "I won" as I ran through the house. When I got back to the garage I did the 'Dion touchdown dance and prayer', and I don't even watch football. My hands went numb....my legs were shaken and my knees were weak. I had to either sit down or break out into an 'Elvis impression'. I chose to sit down. It was the first time in 20 years I had defeated Stan. (That was when I sank Stan's Light Cruiser 'Whicita' with my Heavy Cruiser 'Houston' back in the mid 70's. I was the first person to sink anyone in the hobby, and Stan was the first person to sink.) It also was the first time I had ever beaten Fluegel when he was using his own ship. This hobby really is fun!

This is how the week ended. Fluegel won 3 of the days of battle. That is how we agreed to score back on Monday. However, Stan had less damage points over the course of the week with the 'Washington' giving up 1400 points, the 'Baden' 1460 points and the 'Texas' 2385. But I still won the last battle! Yes Fluegel, I can be a very obnoxious winner! May God bless each and everyone of us. Captain Jeff Poindexter

A BIG Thank You

by Brian Eliassen

I would like to thank both Kim and Bob Amend for sparing me from much grief at this years Nats. So everyone will know what I am talking about, I'd like to tell an interesting anecdote. On Tuesday evening while in the parking lot at the motel, during a picture taking exercise between myself (photographer) and Fluegel (holder of the Axis Spirit Award who was a stand-in in for Dirty), I placed my glasses on the roof of the van which was going to take us all to Bob Evans for some excellent blueberry pancakes. Upon completing the task at hand, taking a picture of a smiling Fluegel (imagine my horror and shock), we climbed back into the already overcrowded van. Being stunned by the sight of Fluegel though

the view finder, I did not realize that I left my glasses on the roof so we all headed on down the street towards the restaurant. Everyone noted that Bob Amend was running down to the street for some reason but he didn't answer us when we yelled out the window so we continued down the road. About two miles later I realized what I had done and imagined my glasses laying in the middle of the Days Inn parking lot dodging and weaving between cars. Needless to say, I convinced the van's driver (Dave Au) to allow me to borrow his van and head back to the parking lot to retrieve my missing glasses. Then I started thinking that maybe, just maybe Bob was procuring said glasses when we saw him or he already had them and was attempting to return them to me. I realized that both Jim Pate and Chris Pearce were following us in a separate car

so I crossed my fingers and dotted my i's hoping that they would have the missing glasses and was relieved when Chris handed them to me in the restaurants parking lot. They had survived without a scratch. After returning to the motel later that evening I went to find Bob and here's how he recounted the events. The van left the parking lot. Kim "Eagle Eyes" Amend noticed a pair of glasses on the roof of the departing van and announced this fact to Bob. Bob "Mercury" Amend sped after the van expecting the glasses to fall off in the parking lot. Unfortunately, they stayed on the roof until the van entered the highway. They landed between two lanes directly on the white line. Talk about luck. Especially when you consider that Kim had just received a new pair of glasses from her optometrist only days earlier. Thanks again Kim and Bob!

IRWCC

By treasurer fluegel.

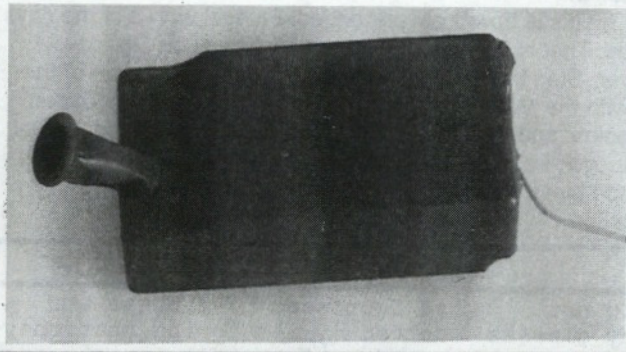
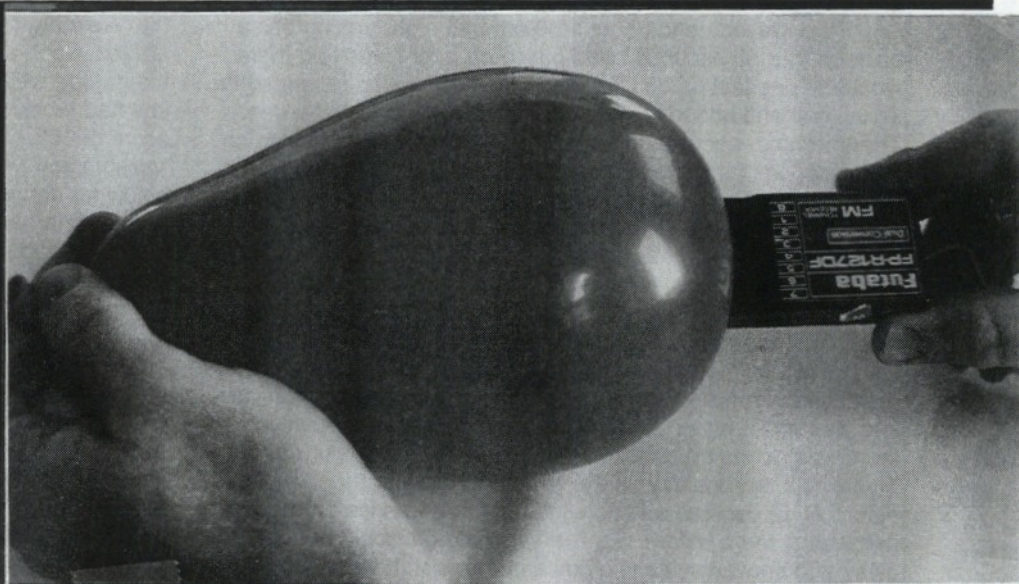
Just a word to the members. I am waiting for the finished copy of the rules before I can copy and send them out. I have not forgotten

you, this just is taking a long time. Unless, you are new, the rules are about the same, and are probably on the net. cont. 1537

NEW TECHNOLOGY!

By Keven A. Bray

I was asked to write about a "new" technology I found to be a great help in sealing critical items. The reason I was asked to write about it is because my ship now has the record for the longest time under the water and still being recovered. (Bart Purvis has a story about one that got away but we all know about those fish stories :-)). Anyway, Robert Rucker is the guy that got me interested in this and it is really



quite simple. You take a balloon and fill it with air. You then take whatever device that you want water proofed and place the device next to the balloon. In fact, you push the item into the balloon. Then you begin to release the air in the balloon and as you do so it collapses around the device. By doing this you create a watertight rubber seal that is easily removed. I used this on my receiver and after 8 days being under at 5 ft of water I can assure you that it was dry. I am taking this a step further in that I intend to seal my watertight box using this same idea. I know it is simple but I am here to tell you that it does work!

Kevin A. Bray

Captain - DKM Lutzow (not USS NC)

Axis Command - NE Oklahoma Group

Brief Pump Article

By Chris Pearce

This past Christmas, I spent some time testing pumps with the brothers Au up in Michigan. I had recently procured a Swampy pump, and wanted to compare its performance with a couple of mine, one handmade and one cast, as well as the FAB Baker pump. The intent of all this effort was to gain material that might be useful in a web or magazine article, but since I've returned, I haven't managed to get around to doing that, so I just thought I'd give you the straight scoop in brief here, so that you don't have to wait for details.

To put it simply (and quickly), with the Tamiya 05 motor, on 6V, and with the Swampy outlet, the results were... Well, I'm not going to give out all the details yet - you'll have to wait for the real article! But... My

cast housing pump came out best, and using it as a baseline 100%, the Baker pump came out second at 99%, and the Swampy pump came in third at a very respectable 97%. Last was my homemade (1995) pump at 95% (No wonder it was my "spare"...). Likewise, the Swampy outlet appeared to be a few percent better than our homemade designs. Rather surprising, that. All the pumps drew approx. 1.5 amps with no load, and 13.5-16 amps in the water.

Other than that, the Swampy pump went together nicely, and aside from waiting for the silicone to dry, only took about an hour to put together. All the parts fit together nicely, and the only surprises were pleasant. As a result of these experiments, I'd most definitely recommend the Swampy pump for anyone who wants an excellent battleship pump without all the hassle. And those of us who enjoy hassling over a couple extra percent will probably continue to do so...

However, there is another aside to this pump building and testing exercise. A

couple of years ago, I got into the pump building business because I wanted Allied battleship captains to have something in their ships that would help keep them afloat. Now that Swampy has come out with a pump that's just as good as the ones I've been whacking out, and at a more reasonable price, I think I'll be getting out of the pump business. And so, on that thought, I'd like to close this article by thanking Steve for giving a little bit of my free time back to me - yay! As for the rest of you, you no longer have an excuse to have a lousy pump. If you can't build it, buy it!

Babes!

fluegel

The hobby is agrowing,
Curly Barrett's new son, Matthew.
Kevins new baby, Fluegel.
Steve Smith's new son, Andrew.

THE NEW WORLD ORDER?

fluegel

At the Jan 99 Dallas combat club meeting, hosted by the the gracious

Doug Torda, I was interested to hear what would be said of the new (MWC ink) club. It was kind of a relief to note that it was not an issue. Perhaps it had been at the December meeting when the topic was a new topic. I don't know. There were only 6 captains cont.

Good Times, Good Friends By kay poindexter

Once upon a time, in a dusty prairie town in Texas, there lived three young men and their families. The first man, Stan, was a very straight forward person with a large brain and the heart of a warrior. The second man, Jeff, was a gentle, quiet man, with an equally large brain and the heart of an artist. The third man, Flugel (or Sunshine as we called him), was as intelligent as the other two, yet enjoyed people and laughter above all. Each man brought something unique to the friendship and all were happy. One of the threads these three shared was their spirit of competition.

As boys, each had grown up separate, spending their days playing with toy soldiers and dreaming of victories. Friends share their dreams and dreams do come true. Soon each had a ship with motors, pumps and guns. Their battles were glorious. Others soon joined in on the fun. They made friends all around the country and then the world. But time changes things.

Flugel and his family moved away, visiting home from time to time. A few more years passed and Stan and his family moved away. Travel became difficult as work and families changed. In the early years, all three families gathered at the competitions. To the children, vacations generally included ship battles of some kind. As the children grew, other things became more important.

Jeff was the first to lay aside his ships and found Karate to be a good outlet for his competitiveness. It was something he could do with one of his daughters.

Eventually Jeff earned a first degree black belt, but the ships were safely stored away for the future.

Stan found that he too had to let his ships take a lesser place in his life. Flugel was able to keep competing; but there seemed a vacant place on the water where his friends ships should have been.

Then God caused the roads of their lives to converge again at the "98 Nats", but the wives and children were not at the shoreline cheering them on as in years past. Christmas came and the families found themselves again under one roof with laughter and challenges echoing through the garage door. Because of an ice storm, the three men continued together for days longer than had been planned.

For the first time in almost ten years, the families shared Christmas and ship battles together. The children are now grown and grandchildren had joined the families. Only one child and her family were not able to join the group during the holiday. Time had circled and friends were together again.

As a young wife to Jeff, I was envious of the friendship these three shared. After all they were somewhat addicted to their hobby. But Christmas was a wonderful gift to us all. I watched Jeff enjoying the best of friends. I shared a reunion with my friends, Sherry and Katherine. In the beginning we raised our babies together, laughed together, and sometimes quarreled. But we were a family in some ways closer than blood. The ships were launched as a family hobby with children high on the shore watching and playing. There was no bad language or adult only times. Politics seemed to come in later and spoiled a lot of the fun for some of us. Yet this past Christmas, I was reminded of what is part of the fabric of our families lives. Friendships woven with faith, love, forgiveness, and hope for the future, all awash in the wakes of ships sailing a miniature sea.

May God grant all of you the companionship and laughter He has granted these three friends and their families.



there. One was a member of the "Big Gun" club, others belong to both the IRWCC and MWC. Still, others were leaning towards just the MWC club. Is this how it will be? Is this OK? The new club brings many questions, I would have preferred that it not be formed, but that does not matter, it does exist. Stan called the new club the Mid West Club (MWC ink), perhaps that will be true, what is the mid west, Rockies to Appalachians, West is the Big Gun's, East is IRCWCC clubs? Only time will tell, it could be an issue only to us old salts, and "just the way it goes" to the majority of the battlers.

How To Figure The Scale Length Of Your New Combat Warship

By Jeff Poindexter

Flugel needed some more articles for this issue so I agreed to do another one. Some people have trouble figuring the dimensions of the ship they want to build. It is quite simple if you build it to 1/144 scale. If you have the actual length and beam of the ship all you have to do is divide the actual length (or width) in feet by the number 12. So if the actual ship length is 575 feet, you divide 575 by 12 to come out with 47.92 inches. If it is 604 feet 3 inches you would first have to convert the 3 inches to feet. You would do this by dividing the 3 inches by 12 (because there are 12 inches in a foot.) This would then be .25 feet. So you would divide 604.25 feet by 12 and get 50.35 inches. However, if all you can find is the length in meters your not looking hard enough. But you can convert it this way. There are 100 cms in a meter, so if the ship's actual length is 175 meters you would first convert meters to centimeters multiplying 175 by 100 to get 17500. Since there are 2.54 cm per inch you would then need to divide 17500 by 2.54 to get 6889.7637 inches. You would then divide 6889.7637 by 12 to get feet. The actual ship length would be 574.15 feet. Now dividing this number by 12 you would get 47.85 inches as the length of the model in 1/144 scale. I hope this helps anybody wanting to find the actual length to build to. This method could also be used to determine if that fancy new fiberglass hull you just brought is the right size.

The Fall South East Mountain battle

By Stan Watkins.

The fall South East mountain battle was alot of fun !!!! I guess you would have to say I won some and lost some. First the excuses. I needed about 3 more weeks to get my list of items completed. One of the items that I did not get completed was the addition of internal armor (very important for this kind of battle).

In the first sortie the USS Washington (very all alone) met Will Montgomery's Musashi, Marty Hayes Nagato, and Mike Torda's much improved Bismarck. Needless to say I was a busy camper as Will with those mega twin side mounts was a continual menace to buoyancy. He and Marty worked together like a well practiced team giving me no place on the too small lake to go without continual harassment when I was on 5 minute rule. Those were a string of the longest 5 minutes of my life. And if Will and Marty weren't enough Mike Torda's Bismarck was always there ready to plug the escape route. The adrenaline overload was fierce and sustained. None the less, although outscored, somehow I was able to make a respectable showing. The USS Washington took 29 above, 1 on, and 5 below. The combined Axis damage was 32 above, 1 on, and 0 below (on 5 after triples were gone). I felt pretty good about that sortie !!!

In the next sortie the combatants were the same. Early in this sortie I lost almost all rudder control (shot away by the Musashi) and called the 5 minute ah, out of control of course rule. Will was able to really get at me (very ably assisted by Marty and much improved Mike Torda). They sure had a lot more BBs than I did !!! This time the Washington was hit for an additional 87 above (I learned alot about patching) 8 on, and 21 below. The only good news was that she was in no danger of sinking. She was only able to add another 4 above and one below to Musashi, 3 above and 2 below to Nagato, and 1 above to Bismarck.

Battle totals then were damage on Washington 116, 9, and 26 axis 40, 2, and 3. Not a good day but she would be getting repairs.

In the next battle Chris Sorenson from came up with his new Agusta. She had been in one battle in Orlando and Chris said that she had sunk without firing a shot. I figured she could help distract some of the 3 wagons off of me for a few minutes. When the Agusta was launched she was much too slow but Chris said he had one and maybe both guns working. In that sortie the Agusta replied to the Monster Masashi with a few hits of her own including one on the waterline and one below before sinking (pump failure, loose impellor + Masashi trouble) with 15, 5, and 9). Washington enjoyed the distraction for a while and took 12, 1 and 0 but could not come to the aid of the Agusta because of the other two axis BBs" BBs. The Nagato took 2 above and the Musashi took 3, 2, and 1. I don't know why the Washington was not more effective that time. I think my cells were overloaded on adrenaline to the point that they no longer responded. In the second sortie Chris would have been allowed back in but was having radio (wet receiver) trouble. So it was Washington against the Axis BBs again. This time the starboard rudder did the Bismarck trick and went over center (no stop rod, another item on the list not fixed). Or was that on Sunday? Things were a blur. And all of that patching. When this happens she turns poorly and loses speed, as demonstrated in Dallas over Christmas. In this environment it was more serious.

Washington took another 58, 6, and 3 and felt lucky. Masashi took another 15, 0, 1, while Bismarck took 9 above and received no new hits. So it was an axis total of 24, 0, 1 against the Washington's score. Another allied defeat but the Washington was getting better (she got the over center stop rod installed). After another hour and a half of patching. One of the visitors to the event asked why the 3 ships were always picking on the one American ship. The answer was obvious but I informed her that we were fighting Axis and Allied regardless of the odds and that at Nationals this year the tables would be reversed (and that I would not be very sympathetic). I said they need to enjoy

this situation while they can. She said "That sucks !!! I guess she just did not understand. I know I understood very well, it was painfully clear. But, I guess Mike Torda also did not like it too much and because the Musashi was getting to have most of the fun. Mike said he would join the allied fleet (or was that fight with Stan). Oh, for you Fluegel, I was joining the German Fleet. Anyway on the Sunday Morning Battle it would be USS Washington, USS Augusta, and DKM Bismarck. Mike would get to know the joy of Will's twin side mounts too, along with Marty's sneaky bow gun and potent stern gun. I still can't get over how the combination of Marty and Will is much more potent than the two of them singly. How do I know that? Stay tuned.

As Sunday Morning arrive, I felt rested from a whole night without adrenalin. And not even a night mare of night battle. The Bismarck and Augusta added to the fleet served to balance out the scoring more as follows in sortie 1. Washington was hit for 34, 7, 6, with Augusta hit for 11, 6, 6 and sinking, while USS Bismarck was hit for 24, 2, 3. Total allied injury was 69, 15, 15 (plus Augusta sink) while the Axis total was 51, 2, 2 distributed with Musashi 31, 1, 0 and Nagato 20, 1, 2. In the second sortie Chris was allowed to bring Augusta back in. Chris was having a great time. This battle went with additional hole scored as follows:

Washington 12, 2, 3, Bismarck 29, 4, 4, Augusta 6, 3, 1 (sink)

The IJNs took Musashi 27, 0, 1, Nagato 1, 1, 0

Total battle damage Allied 116, 24, 23, while Axis took 79, 3, 3.

Another good victory for Marty and Will.

Now let's separate them. Stan proposed a 1 on 1 of USS Washington versus each of the other Battleships. Also I had to show myself that I could go head to head (or stern to stern, in the best Fluegel tradition) against probably the best Axis ship and Captain in the World Will Montgomery and the awesome Musashi. The last reserves of adrenalin were dumped and the battle would begin. For Washington to win would take perfect mechanical and electrical and gun system performance and only minor errors on the Captain's part and a little help from God.

In the first battle the Washington (by carefully using the cruiser tactics) eeked out a squeaker on the Mighty Musashi with 6 above on Musashi to only 3 above scored on the Washington. Will was having some radio noise and his motors were making strange noises. Stan's angels were very busy. One false move or failed system and the Washington would have been side mount Sundae for the Musashi. In the next 1 on 1 the Washington (this time practicing side mounts for the first time in years) managed a minor victory on the Nagato shooting 15, 1, 5 while Nagato hit Washington for 22, 1, 0. The extra aboves were the price that the Washington had to pay to get the belows. Was it worth it? Well at least it was good LIVE and dangerous practice. The angels were again busy as Marty's potent stern gun failed to work on several opportunities that probably would have spelled the difference in the score. But it was a great battle and another fond memory of encounters with the Mature Gentleman of the Sea, Marty Hayes.

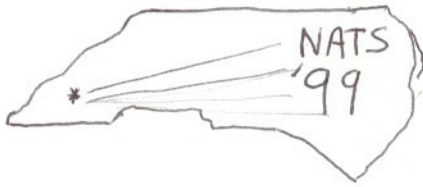
But it did show how the two IJN team mates were much much better as a pair than individually against a standard (Stan) enemy.

Then the much improved Mike Torda Bismarck vs. the Washington. It ran Bismarck 14, 1, 0 and (Fluegel you can be proud of Mike as heir apparent to the Bismarck) he shot the Washington for 20.1.0.

So, that's it the way my adrenalin fried brain remembers it anyway. I want to than the MAG for sharing Will and Marty with us and I want to give a special thanks to Mike Torda and his special team mate and wife Karen for their wonderful Southern Hospitality and I hope there will be a Fall SE Mountain battle.

God bless you all,

Stan Watkins, Founding Father of R/C Warship Combat (Its a fun hobby because of the people



Nats '99 is being held at the Lake Junaluska Conference Center in Waynesville NC. Not only is this the focal point of warship battling in 1999, it is also right in the geographic center of the eastern United States. The lake is 2.5 hours from Atlanta, 1.5 hours from Knoxville, and ten hours from; Orlando, New Jersey, Illinois and anywhere along the Mississippi river. Captain Doug Torda who lives in Dallas, can drive here in 20 hours, (I can do it in 18.) Most Major roads lead either to here or to Rome.

If your coming from the N.E. you would take I-81 south to I-40 (outside of Knoxville, TN) and then east to the Waynesville Exit.

If your coming from the S.E. you would take I-75 or I-95 North to where they feed into I-40 or I-26(which links to I-40)

From the West, get on I-40 anywhere from Little Rock east and you will soon find yourself in the Blue Ridge Mountains.

They have drained Lake Junaluska for some yearly repair work, as well as to improve the landscaping around the lake. I have been able to get a good look at the bottom and gauge the depth of the water at various points. The area we are going to be battling in is from 2 to 4 feet deep with a underwater channel that is about 5 to 10 foot across and about 8 to 10 feet deep. This channel is way out in the lake and will pose a problem only to those captains who like to battle on the EXTREEM fringes of the battle (read Fluegel). Below I am going to Draw a map of the lake we will be battling on either side of the area as the admirals wish.



Nationals 1999

by Mike Torda

The 1999 season is fast approaching us and many captains are preparing their ships and studying their calendars in preparation for asking for time off from work to attend the many regionals that are happening around the country as well as NATS '99. The week of July 11-17 is going to be a great one for both the captains and their families. This year's Nat is being held in the heart of the Blue Ridge Mountains. On the next page is a list of all the family activities that this region is famous for! So if your family is used to dad disappearing for a week right in the middle of summer, surprise them this year with the "Family Nationals."

Speaking of families, the first two entry forms returned for Nats '99 were from David and Kurt Lewis. Kurt is bring a class 3 ship, while David is bringing a class 4. They have really planned ahead this year, and took advantage of the savings of paying early. I am going to extend the early pay savings period from Feb 1 to Feb 28. This will allow those of you who might receive this edition of Hull Busters late to still send in your registration fees in time for the lower price.

We look forward to having all of you come to the "Family Nationals" this year, its going to be a great battle in a great location.

1999 IRCWCC Nationals Registration Form

Captians Name- _____
Street- _____
City+ZIP- _____
Phone- _____

Warship 1 Class ___ Channel+Freq _____
Name- _____

Warship 2 Class ___ Channel+Freq _____
Name- _____

Warship 3 Class ___ Channel+Freq _____
Name- _____

Convoy 1 Class ___ Channel+Freq _____
Name- _____

Fee: \$110.00 (Before Feb 28.)
\$120.00 (Before May 31.)
\$135.00 (After May 31.)

Mail to:
Mike Torda
212 Torda Trace
Waynesville, NC 28786
1(828)452-0899

What's there for Families to do at Nats '99

Most Captains I am sure will skip over this part of the page, after all it doesn't revolve exclusively around model warships. So for all those other family members who are reading this, let me include a list of the attractions in the area.

Waynesville is located about 7 miles from the Blue Ridge Parkway which runs from the Cherokee Indian reservation through Asheville and up into Va. This road runs along the peaks of the oldest mountain range in the world. Just off of the Parkway many nice hiking trails as well as water falls and recreational areas like Sliding Rock.

www.visitwaterfalls.com/

One end of the Parkway is in Cherokee which has a new Harrah's casino.

The other way is Asheville, which is home to the Biltmore Estate. The Largest Privately owned home in the U.S. A really cool tour of the grounds and mansion/castle/palace is a great way to spend the day or afternoon. www.biltmore.com

A little closer to the battle site in Maggie Valley, is Ghost town. Which is a wild west amusement park. A incline Railroad, chairlift, shoot outs, rides, etc.

www.happykamper.com/scribers/tourism/NC/ghost_town.htm

Also within a short driving distance is the Great Smoky Mountain Railway. This is a scenic railroad that has old steam trains that travel the gorges and river valleys of western North Carolina. www.gsmr.com

For those who want to spend the day doing more physical activities we have many hiking trails, both along the Blue Ridge Parkway as well as in the Great Smoky Mountain National Park. We have White Water Rafting on the Nantahala river. www.gorp.com/noc

Also in the Waynesville area we have four golf courses, horse back riding, camping, antique malls, gem mining, just about every thing. With in a hour of the battle site is an area with 5 great waterfalls including Whitewater Falls, the highest water fall in the Eastern US. Much higher than Niagara Falls.

So as you can see Nats '99 will be a great time for the rest of the family as well as for the Captain. So, this year instead of sending your poor captain off by himself, offer to come along and help unload the boat from the car each morning. Then after he is all set up and up to his elbows in the ship at the start of the battling day explain that you need to go park the car, or something to that effect, and then drive off and have a great day in the Mountains of Western North Carolina. But please be back in time to help your captain load his ship back into the car. You might also want to offer consoling words of encouragement like, "I thought you did really good, after all that Jim Pate has probably been doing this for a long time,, I also think he cheats!" It will make them much happier.

Lodging Options For Nats '99

Hotel reservations for Nats '99 can be made through the Lake Junaluska Assembly's reservations office 1(800)222-4930.

We have reserved rooms in the Sunnyside Lodge which are very basic hotel rooms sleeping 3 or 4. These rooms are not of the highest quality, no TV etc. but are dirt cheap; Single \$26, Double \$16, Triple \$13.

Even though the rooms are reserved in the Sunnyside lodge. We are able to use any of the housing facilities on the Assembly grounds. These include two very nice hotels, a Lodge, apartments, and a campground. They also have number of privately owned vacation homes available. I am including some descriptions of some of the vacation homes.

ALLGOOD HOUSE modern home on lake front. 3 bed rooms, one with Queen, one with dbl +bunk, one w/ 2 twins. Fire place, full kitchen large porch with rockers overlooks the lake, Grill. Limit 8 people \$550.00 per week.

MAE'S HAVEN A Lake front Duplex apt. w/ kitchen, screened porch, deck, three bedrooms, two w/ bdl beds, one w/ twin beds. Limit 6 people \$500.00

MAE'S HAVEN B Same as above. Both of these are very close to battling site.

RALLS UPPER two bedrooms both w/ queens. Large porch, kitchen etc. Limit 5 \$450.00

RALLS LOWER Three Bedrooms, Limit 7 \$450.00

STARNE'S UPPER 2 bedroom apt. two decks. Limit 6 \$245.00 per week

Housing at Nats '99 is going to be as varied as our battling styles, one thing is for sure the lake is probably one of the best ever in terms of size, cost, accessibility, and views.

This year I am trying to institute a number of things that will make Nats '99 one of the best ever.

Swap meet. We have a large room set aside for our use throughout the week. On Sunday and maybe one other day I would like to have some tables set aside for those captains who have a talent at certain things to be able to either sell or trade their skills with other captains. So if you have a good source for internal armor or you make really good pumps, or floats or props or guns or small cast fittings, please let me know or just bring em! If you know how to tune a regulator please bring your lathe, I wouldn't mind tipping a couple of bucks to the guy who renders this kind of valuable service (hint, hint, Ronny Hunt.) I am going to try to get a bulk rate deal with Tower Hobbies to have a bunch of servos on hand in case any body needs some. Also I am sure that Mike Deskin will be on hand with a plethora of hulls from the North Country.

Steve Pavlovski (Thanks Steve!) is working on a display table for lake side that shows how the systems in our boats work. If any body has ideas or extra equipment that they could lone for the week please contact Steve.



MODEL WARSHIP COMBAT, INC.

*The first Annual National
Champion event to be held at the
Wilds .*

The Wilds is a family-oriented recreation area located west of Oklahoma City. The Wilds was built around a late 1880's theme, and most of the structures and buildings are constructed with the look of a century ago.

One of their attractions is a water powered grist mill which can stone-grind corn and other grain under the power of an 18 foot water wheel. There is also a 100 foot covered bridge that stretches across the north end of the lake, reminiscent of days gone by.

The recreation area covers 240 acres with a beautifully shaded 10 acre lake. A sheltered pavilion is large enough to host all entrants under one roof. The shelter has electrical hook ups. A barbecue grill is located next to the shelter. Our food will either be cooked there for lunch or catered by the restaurant that on the grounds.



The water comes very close to the shelter, so all those heavy boats will be easy to load and unload. Water to the right of the shelter turns deep. So all battling will be done from the shelter north to the covered bridge. This distance runs about 500 yards north.



The view north from the pavilion shows the bridge and dock that can be used for battling. With a 500 yard long by 50 yard wide area the will bring out the best in all the captains.

Battle Calendar

Model Warship Combat inc.

April 10-11 baxley Ga.

May 15-16 Springfield Mo.

*July 26-30 NATS Oklahoma
City, Okla*



Motel

Courtesy Inn

6600 Northwest Expressway

Oklahoma City, Okla. 73132

Ph (405) 722-8694

Point of contact (Aaron)

Confirmation Code 30490

Tell them you are with the MWC

Rooms

\$ 42.00 Double

\$ 38.00 Single

*A block of rooms have been set aside. All
down stairs.*

*A complete diagram of the battle area will be
in the next issue of Hull Busters*

Robert Rucker

Allies Retake Oklahoma Waters in Smashing Victory

With the set of winter weather about to set in the Great State Of Oklahoma, Allied captains re-entered the Balsa Bottom Sound of the Tulsa Sea. Only one item was on their agenda and that was to run the Axis boats under the waves.

The Allied Admiral (Bob Eakin) aka OBOB stated that there would be no surrender on either side. Later the Axis tried to sue for peace under their own terms of course. This was flatly turned down, and the BB's begin to fly. The brash Lutzow Captain had to surrender to save it from the stern action of the USS Washington. This was done in the nick of time, as the Washington had maneuvered into firing position and was giving the order to fire at will. (aka Lutzow)

The Vann der Tann however had an easier match, in that he faced a rookie I boat. The match was evenly thought and the Axis Captain won on points.

After a delicious lunch, the boats were repaired and the battle resumed. The Lutzow quickly received a side mount volley which should have sent it running for its life. The Axis Captain did not get the message so the Washington repeated it one more time. The Lutzow quickly went to the middle of the pond to hide.

With the Lutzow out of the way all attention was given to the Vann der Tann. While giving while it was receiving it was just a matter of time that it would slip below the waves. It was then the Lutzow really hid in the middle of the pond. All efforts to recover went to no avail and it took a Navy Seal doing night ops to recover it 8 days later.

While recovery attempts were under way all ships were brought back to harbor and dry docked. This was clearly a great Allied victory, and Oklahoma waters are now safe from Axis dominance for the rest of the winter. The Allies are expecting another attack in the Spring, and there will be a new stronger fleet awaiting them.

*Robert Rucker
Group Commander
Southwest Attack Group*

***Hull Busters
917 Hudson
Garland TX
75043***

***Battle Calendar
IR/CWCC
July 11-16 Ntas North
Carolina (in the mountains)***

Next dead line for articles received to Hull Busters is March 25 Send articles to fluegel7@juno.com⁶