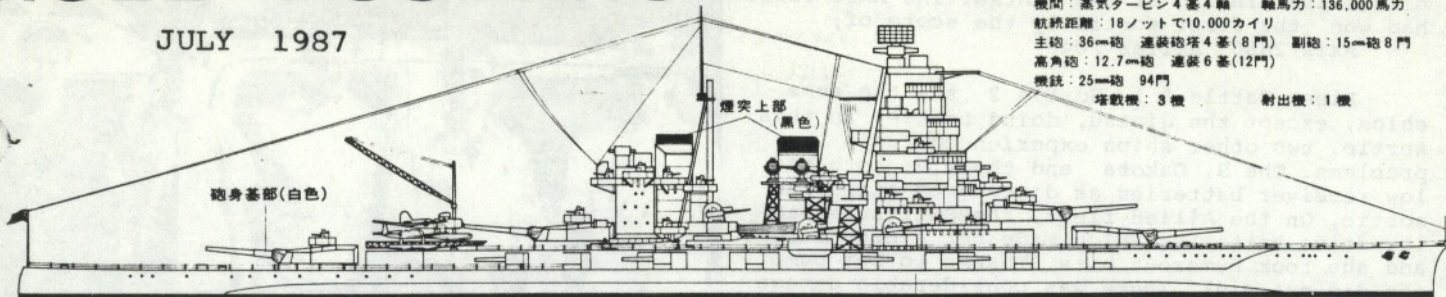


HULL BUSTERS

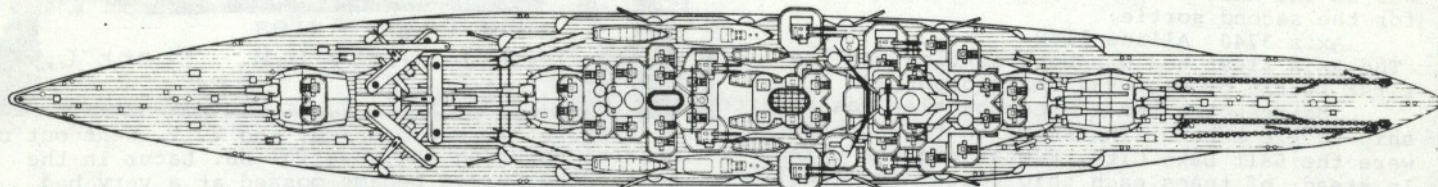
JULY 1987

戦艦種名主要々目 (1944. 10. 接一号作戦時)
 Tons 基準排水量: 32,156トン 公試状態排水量: 36,601 462
 Length 水線長: 219.61メートル 最大幅: 31.02メートル
 Beam 吃水: 9.72メートル 最大速力: 30.5ノット Knots
 機関: 蒸気タービン4基4軸 軸馬力: 136,000馬力
 航続距離: 18ノットで10,000カイリ
 主砲: 36cm砲 連装砲塔4基(8門) 副砲: 15cm砲8門
 高角砲: 12.7cm砲 連装6基(12門)
 機銃: 25mm砲 94門
 塔敷機: 3機 射出機: 1機



The Only Strictly R-C Warship Combat Publication

船体は全面(暗い灰色) 船体下方は(暗い赤)



INTRODUCTION

Well, we proved it again, Allies are kind persistent, well dressed, losers! This issue is a bit late (maybe) because the authors were "Out For War" I still haven't received Tuesdays or Thursdays articles so I guess they will be in the next issue. After the Allies passed their AIDS test, the war began. Let's put our clothes on backwards, lay down and enjoy another special issue of Hull Busters!

It rained so hard that Gerald cruised in the lawn behind the Dock yards.



MONDAY Battle Report

by David Haynes

Monday in Springfield, Mo. was rainy and overcast. This was July 13, 1987, the first day of the IR/CWCC yearly championship event. As the Axis fleet had lost during the past year several key ships and personnel, it was thought that the Allied fleet would be the victors during this week long conflict. The heavy rain and the mist seemed an omen also of bad things to come for the Axis fleet. On the bright side, the rain did serve to reduce the amount of moss that was floating on the surface of Sequiota Lake. Maybe things would not be so bad for the Axis?

The battling was delayed several hours on Mon. morning because of rain. This did not dampen the spirit of two rookies, Larry D. with his Exeter and Randy W. with his Salt Lake City. This match was one sortie with the SLC being the victor. Congrats on winning the first time out Randy!

Fleet Battle A 1 Sortie 1 was the next event. The line up was;

| Allies | | Axis | |
|--------------|----|-------------|-------------|
| Alabama | BB | V. Venetto | BB |
| Valiant | BB | Von der Tan | BB |
| South Dakota | BB | Scharnhorst | CB (Fluege) |
| Maryland | BB | Scharnhorst | CB (Peter) |
| Warspite | BB | Mikuma | CA |
| Swiftsure | CA | Suzuya | CA |
| | | Jintsu | CL |

While the Axis fleet had the edge in the number of ships, the Allies were far ahead with number of units(GUNS). Things were looking somewhat bleak for the Axis cause, plus the fact that one of the Axis

CB's, the Haruna, was still in dry dock and could not be on the water for the opening battle. The Allies were also short three ships, the Portland the Colorado, and the Oregon City. Hopefully, the Axis could stay within a reasonable number of points to make a decent showing before the arrival of reinforcements. Soon into the battle some control difficulties were experienced by some of the ships. The Valiant lost control and ran under the tree limbs extending from one of the islands. This attracted numerous Axis ships with the result being a traffic jamb with ships attempting to help the Valiant as others were trying to hole her. All the bad luck was not on the Allies. Shortly after the Valiant lost control, the Suzuya also was semi-out of control. She couldn't be run more than ten feet from shore without losing all control functions. During this time the Jintsu had become mossed and holed. As she tried to escape the torque from her engines caused her to roll and take on water which resulted in her sinking. Not good news for the Axis fleet.

The result was not as bad as it seemed.

Evidently the pounding that the Valiant received offset the sinking of the Jintsu. The Axis fleet had won the first sortie by the score of;

Axis 2860 Allies 2040

Fleet Battle A 1 Sortie 2 saw the same ships, except the Jintsu, doing battle. In this sortie, two other ships experienced radio problems. The S. Dakota and the V.V. both had low receiver batteries as discovered after the sortie. On the Allied fleet, the Swiftsure had low drive batteries which made her a easy target and she took numerous hits. Thanks to her pump she did not sink. There was considerable damage to other ships along with this as the score from the sortie indicated. It seemed as though luck was on the Axis side, at least for a while. Score for the second sortie;

Axis 3740 Allies 1150

The Axis fleet had won both sorties and the first battle of the 1987 Championships!

Between the two A Fleet battles was a three ship rookie battle. The ships in this contest were the Salt Lake City, Exeter and the Oklahoma. In stead of teams, each ship fought for itself, a ship to ship to ship challenge I guess you could call it. In this affair only one vessel suffered any damage. The Oklahoma had one hit in the range finder. It was a interesting battle to watch while waiting for the second fleet battle to begin.

For Fleet Battle A 2 Sortie 1 the fleets were as follows;

| Allied | | Axis | |
|--------------|----|-----------------------|----|
| Alabama | BB | V. Venetto | BB |
| Valiant | BB | Von der Tan | BB |
| South Dakota | BB | Scharnhorst(Fluegel) | CB |
| Maryland | BB | Scharnhorst(Futschik) | CB |
| Warspite | BB | Mikuma | CA |
| Swiftsure | CA | Suzuya | CA |
| Oregon City | CA | Haruna | CB |

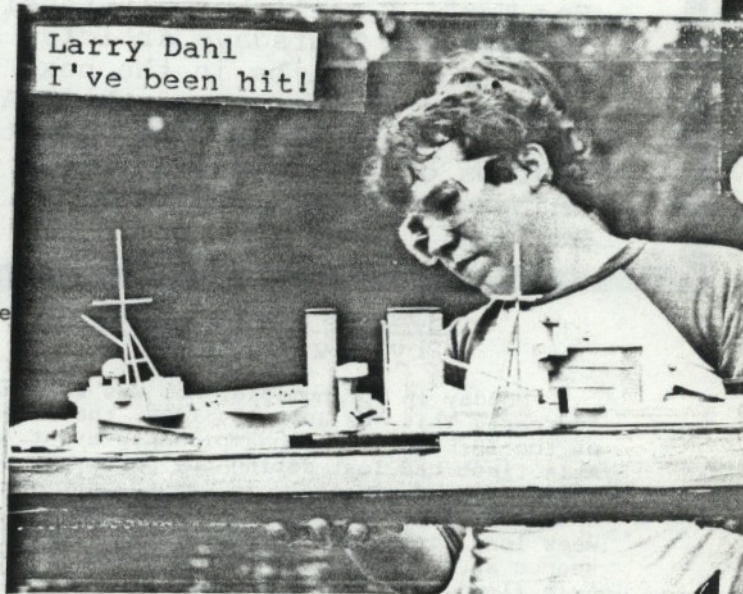
As the day was growing older, the bright sun that had come out after the rain, began to have the effect of bringing more moss to the surface of the lake. Earlier, it had been decided that a 30 sec. moss rule would be instituted so that ships caught in the goo could be brought in and have the stuff removed from their props and rudded. After the "Moss Rule" was called, a period of 30 sec. must pass before the ship could be touched or brought in to have the mossed props cleared. During this 30 sec. period, the ship was still a legal target! After the 30 sec. period the ship was not a legal target. For this battle, each fleet received needed reinforcements. For the Allies, the Oregon City had been added. The Haruna was an addition for the Axis fleet. Even with reinforcements, the advantage looked to be with the Allies, for as



The Texas Axes
Gerald Dirty D.H. Scott L.
Fluegel Jeff L.

soon as battle was ordered, the V. V. went out of control negating the powerful BB. Later in the sortie the Suzuya became mossed at a very bad time, the Alabama and Valiant were very close, and took a good pounding. She did not sink and was helped a lot by the Scharnhorst(Fluegel) and the Von der Tan. The Oregon City was not so lucky! She had been holed enough to start her pump working, then for some reason the pump ceased to function and she went to the bottom. There were no other ships lost during the sortie with the score showing;

Axis 2877 Allied 2380



Fluegel Futschik

With the exception of the Oregon City, the same ships would return for each fleet for the second sortie of the fleet battle. By this time in the day, the moss could actually be seen rising from the bottom to spread itself on the lake surface. During this sortie it seemed that every ship invoked the "Moss Rule" at least once, and some two or three times. The Axis fleet lost the Scharnhorst(Futschik) after she had exercised this rule, the circumstances of the event escape me though. At any rate, she was the only ship lost during the second sortie and it appeared the Allies would surley win the final sortie. On board the Haruna, moss could be seen creeping into the holes made by the enemy gunfire! The stuff was really taking over the lake. It was a hard fought sortie as is evident by the score;

Axis 2650 Allies 2600

It had been another Axis win giving the fleet a sweep of the battling for the opening day! The result was unexpected as the Allied fleet had been predicted to be the winners of the week long conflict. Would Fluegel's prediction of another Axis victory come true?

THE ZAPENKILLER FOR ROOKIES

OR HOW TO ASSEMBLE THE GEEK PUMP

All you need in this hobby is good equipment and guts. I can't help you with the guts, but good equipment isn't a monopoly. You can spend many hours building a pump and get a reasonably good one. But fit, finish, size and repair are problems you face with hand built pumps. Also, lifespan tends to be less with water permiable materials.

My answer to these problems was to make a small, light, powerful, repairable plastic pump. This pump body will hold a 4.8 volt Dumas motor or a Tamiya 380 motor. Its major features are tight tolerances, ease of assembly, "O" ring motor seal for easy motor replacement, small size, light weight and excellent durability.

You might think that most people build good pumps, that's true. All of the 'old salts' have pumps that work and do a good job of damage control, but what about the rookie that can't get one to work well. The pure simple fact is that not only is he inexperienced in combat but his equipment is often less than the opposition. The result is often a sink.

Assembly:

1. tape all holes on motor with masking tape and then grind the shaft flat on one side with a dremel. In the case of a 4.8 volt motor, you must first grind off the 1/8" brass bushing on the 3/32" shaft. Remove tape after cleaning off motor.
2. Wind electrical tape around the motor casing at the shaft end so that it matches the I.D. of the plastic pipe on the upper pump housing.
3. Grease the end of the motor and slip it into the "O" ring seal. Match the drain holes in the motor case with drain slots on upper pump housing. Wind tape around the plastic pipe and motor and glue the end with Zap to prevent it from unraveling.
4. Place a sheet of paper or thin cardboard between

upper pump housing and impellor. Tighten set screw after you put a little silicone on the threads. Remove paper.

5. Smear a little silicone on both halves of pump. Place lower pump body over impellor and line up the scynchronizing scratch. Push the bolts through and tighten the nuts.
6. Energize the pump with test leads on low voltage to test for noise. If its quite, leave it alone, if not, go back to step 4 and check for too much end play in the motor.
7. Place standard fiberglass window screen over the lower end and secure with a rubber band.
8. Slip hose over pump outlet and out of your ship through whatever outlet size is legal.

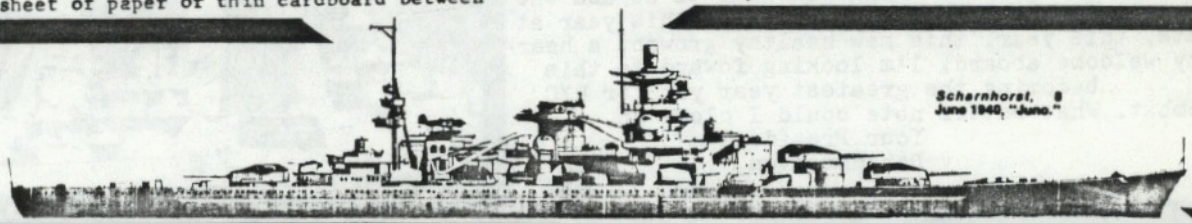
Pump output:

- 1/8" outlet, 380 mtr. 6 volts-5 qts/min @ 5 amps.
- 1/8" outlet, 380 mtr. 8 volts--6 qts/min @ 6 amps.
- *1/8" outlet, 380 mtr, 9-12 volts- "smoke"
- 1/8" outlet, 4.8 mtr. 6 volts- 4 qts/min @ 4 amps.
- 1/8" outlet, 4.8 mtr. 8 volts- 5 qts/min. @ 5 amps.
- *1/8" outlet, 4.8 mtr, 12 volts- 6 qts/min @ 6 amps.
- 3/32" outlet, 380 mtr, 6 volts-3.0 qts/min @ 5 amps.
- 3/32" outlet, 380 mtr, 8 volts-3.5 qts/min @ 6 amps.
- 3/32" outlet, 4.8 mtr, 6 volts-2 qts/min @ 4 amps.
- 3/32" outlet, 4.8 mtr, 8 volts-3 qts/min @ 5 amps.

*Not recommended, motor may overheat and fail prematurely.

The guarantee is simple if it breaks or you don't like it send it back and I will send you your money back. I have a small stock of pumps made up (20) and assume that this will last a good long time, because of the small market it appeals to. The price is simple, \$15 per pump body, plus \$1 per order for shipping.

Carl Camurati
69-52 181 Street
Fresh Meadows, NY 11365



Scharnhorst, 8
June 1940, "Juno."

LAKE SITE PROPOSAL !! AMARILLO !! 88 NATIONALS PROPOSAL: AMARILLO By FIRST FLEET R/C WARSHIP COMBAT CLUB

Greetings Combatants! We of the First Fleet would like you to consider the many positive benefits of having the 1988 Nationals in Amarillo, Texas. It is the 10th Anniversary of R/C Warship Combat Nationals and for this special anniversary we would like to provide you with many good reasons to come home to the "Cradle of R/C Warship Combat".

Why Amarillo? For the following reasons Amarillo may be the ideal location:

1. Great access to the lake. The parking lot is only 50 feet from the water's edge. No more need to 4-wheel-it to the lake. The parking lot is even paved.
2. Workshop at the lake!!!! Yes, I said WORKSHOP AT THE LAKE!!! We have a large building (twice as large as Ray Kelly Craft Center) and air-conditioned. This building has electrical outlets. This shop has a kitchen! This building has a rest room. All of this only 30 feet (not miles) from the water's edge. So you will only have to unload your supplies once at the Workshop at the lake and battle all week and load them up in your car and drive back home. Now beat that! And, we have already reserved it so it is definitely available for our use!
3. There is a concrete pad that goes from the

workshop to the lake. There is no need to even carry your tool box out of the work shop. There are no muddy paths to have to carry your supplies down.

4. Bleachers for spectators.
 5. Low cost weekly group rates at a motel 2 miles from the lake. The cost of a single room for a week is \$70. Double is \$90 per week. Extra days (more than 7) are \$18 single or double.
 6. Second lake for small ship or individual challenge (if your ship is out of a sortie or battle for some reason) you can go get some action while you wait. This lake is about 5 miles away.
 7. Ample sized lake for any kind of action. Thompson Park Lake is larger than Sequoita and is being drained this year and being redredged to be a uniform 4 feet deep. The water looks blue for photos too.
 8. The use of this site and work shop has already been approved pending vote of R/C Combatants to have the NATS in Amarillo. No chemicals are necessary in the Amarillo Lake. But we will have to pay a rental fee on the Workshop that is about the same as the Springfield chemical bill. No dreaded Moss to slow you down. So mark your ballot and come home to Amarillo and save yourself a lot of hassle with the moving of your supplies. Leave them at the Lake workshop all week. Relax for
- We of the First Fleet believe we have put together an unbeatable package. We are prepared, are the others?

THE PRESIDENTS COLUMN

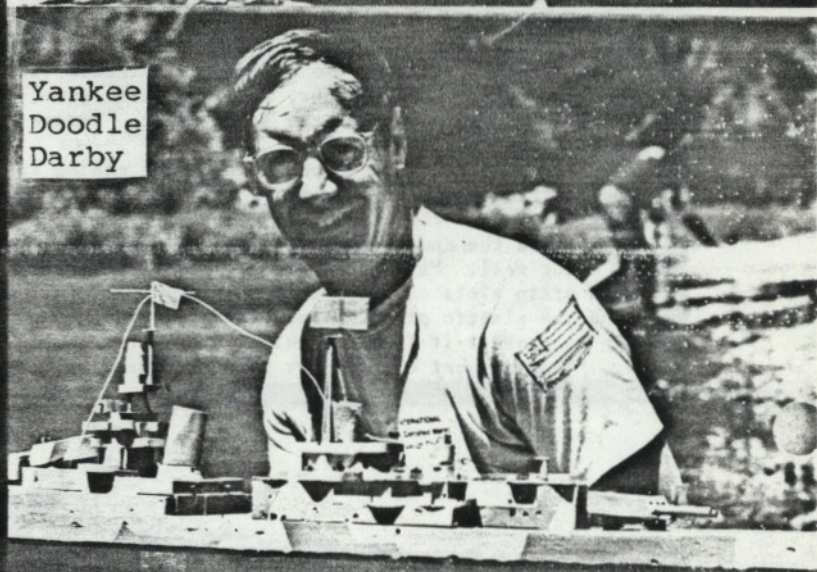
Greetings from the oval office. Well its been a long and grueling campaign but we prevailed and I just made my first payment on my campaign debt. I wish to thank all club members who attended nationals for making this such a good one in spite of the problems we encountered. Everyone pitched in to help. The rules meeting this year was surprisingly short. Maybe not though because very few rule changes were proposed. Meaning most everyone seems to be satisfied with our rules. The 3/32 pump outlet and turning systems proposals were to me the most important of the few proposals passed. We need sink ability to be a part of the hobby. To me a no turning systems allowed rule would be in the best interest of the hobby as a whole. To remind everyone club dues are \$10.00 payable only to the club treasurer Dan Dees 11084 sw. 81st. Tigard Oregon 97223. Also you cannot vote if you are not a club member and have not battled in a club sactioned event in the past 2 years. No battle is or can be club sactioned unless all contestants are club members. The points records and club awards records will be maintained by the club secretary Marty Hayes 113 chestview Dr. Annapolis, Md. 21401. Remember if you are planning a club sactioned regionals contact the club vice president D.W. Fluegel 3524 Gray drive Mesquite Texas 75150 getting his O.K. and make sure all your contestants are club members so your regionals will be sactioned. To give club awards and have your points count make sure these things are done. Well the only member of the executive board member I haven't mentioned is last but not least-(I don't think)-is the new contest director of nationals for 1988 James Foster Rt#1 box 325c Sparta Mo. 65753. I hope this will clear up a few things on what to do and who to contact. We had five new rookies this year at nats. this year. This new healthy growth, a hearty welcome aboard. I'm looking foward to this becoming the greatest year yet for R/C combat. What better note could I close on.

Your President
Dan Hamilton

Lisher



Yankee Doodle Darby

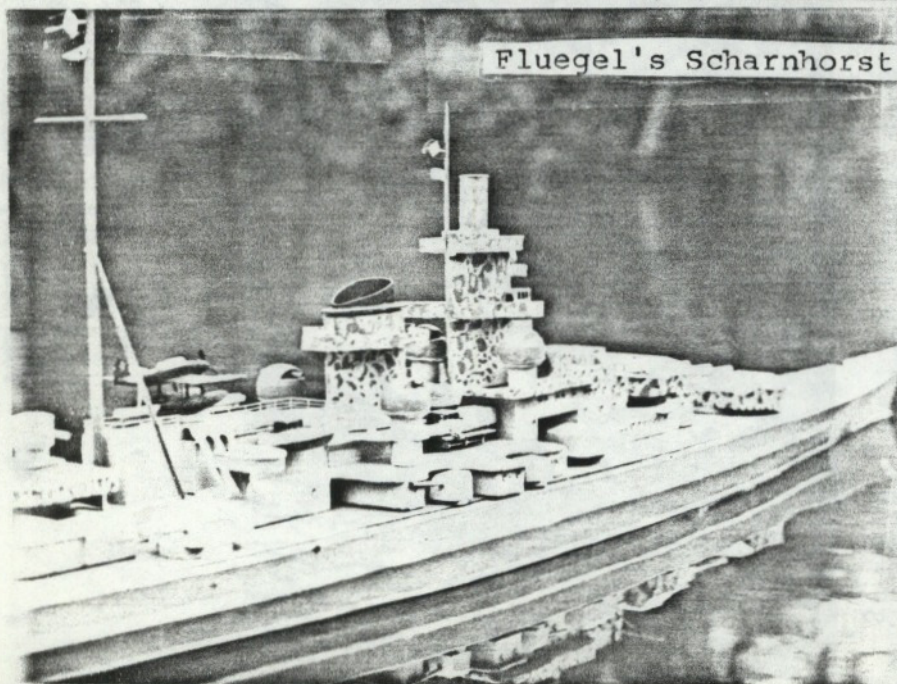
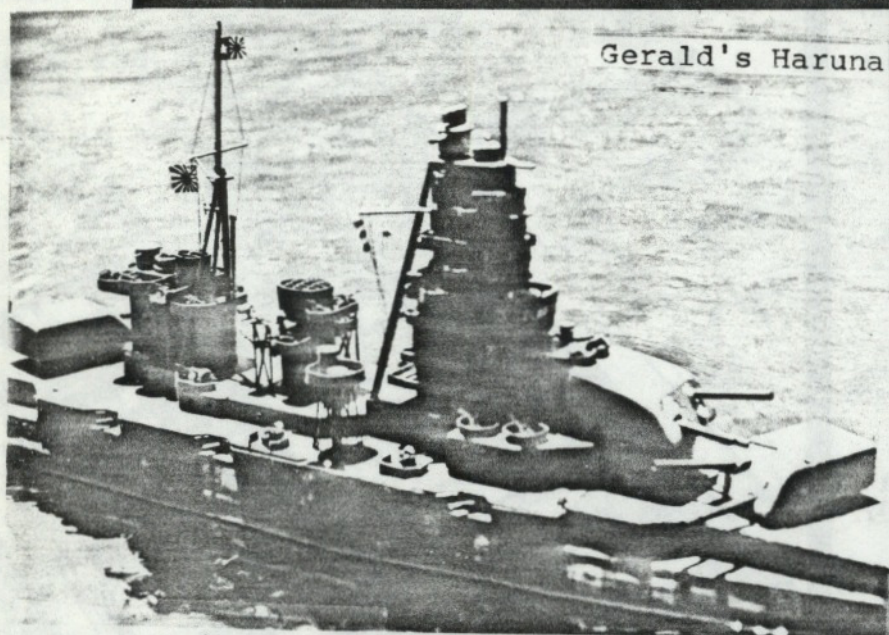
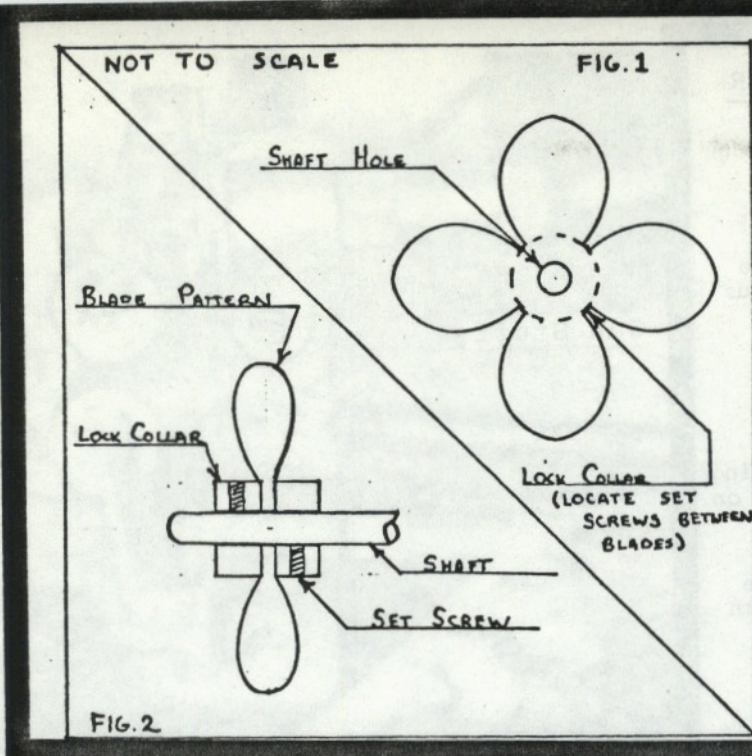


HOW TO BUILD: PROPS
by James C. Foster

What are props? Easy! They're the things used in movies and plays to make the action seem to be else where! They are also the little buggers on the arse end of a ship which makes it scoot. This article is a way to make some of the latter, and let Fluegel provide the former.

I am sure many of you have noticed that there just isn't a good source for propellers for use on Cruisers and other small ships. Battleships have the choice of many different brands and outlets for propellers, but Cruisers are out of luck due to the diameter of these props. The smallest is about 35mm in diameter, which is to large. About the only propellers available commercially for Cruisers is Exact Scale Miniatures custom made propellers. These are excellent little jewels but they have the draw back of being a little dear in cost. All the other props on the market which are small enough to use have the disadvantage that they are designed to be efficient in only one direction of rotation so your aceleration or deceleration will be severely affected. Therefore if you do not want to spend the money for an Exact Scale Miniature prop but still want the performance such a prop design will

"\$99.95 AND THE ALLIES WILL NEVER BOTHER YOU AGAIN!"



give you, you must make your own.

The materials you will need to construct your own props will be .035" thick brass sheet and two lock collars per prop of the appropriate size to fit the shaft diameter you will be using. The first step is to lay out on the brass as many circles as you will be making props. I recommend 1/8" diameter for Cruisers, smaller for lesser ships. Next locate the center of these circles as accurately as possible. After locating the centers, draw cross hairs on each disc so the circles are divided into equal quadrants. If you want three bladed props instead of four blades, divide the circles into equal thirds. I find quadrants easier to plot precisely so I make my props with four blades each. Drill out the center of each disc to the same diameter as your shaft and then cut the circles out. Try not to distort the brass discs when cutting out if at all possible. I suggest using very sharp and strong scissors instead of tin snips and making many small straight cuts to achieve the circle. Next select one disc and mark the center with a circle the same diameter as the lock collars. Carefully draw onto this disc the blade pattern you wish. See figure 1 for a representative pattern you may want to use. The exact pattern is relatively unimportant, the main points to keep in mind being a

symmetrical blade design along the axis of the blade (the cross hairs), and being sure to keep each blade identical in shape and size. Once you have a blade pattern drawn on the disc (make the base of the blades even with the circle representing the lock collars) cut off the excess brass. I use a Dremel tool and cut off wheel for this as the small size and shape precludes the use of any scissors or snips. Sand the edges of the blades smooth and accurately when cutting is complete. You will now use this pattern to trace the blade design onto the other discs. I suggest that for accuracy in tracing you slip both the blank disc and your pattern over an appropriate diameter piece of music wire to hold everything concentric to the center. After tracing the pattern to the other discs, cut them out the same as you did the initial pattern. Next prepare the lock collars (two per prop) by sanding off the chrome plating from one face to expose bare brass. Sandwich a blade pattern between two of the collars, with the bare surface against the pattern, and lock the collars securely in place onto a piece of music wire placed through the holes. Makes sure the collars are in very firm contact with the blade pattern, and are securely locked to the music wire. Solder the collars to the blade pattern. With this assembly still held on the music wire, use a pair of pliers to twist the blades to the correct pitch and rotation direction (right or left). If the solder joints cracked a bit during this bending process, just reheat and apply a bit more solder to insure a strong bond. Repeat for all remaining props and then using very fine sanding paper, smooth the edge of the blades and remove any excess solder. Check the props for balance with a short shaft through the props and two razor blades. Balance with bits of solder on the blades as needed. Figure 2 shows a completed prop.

Admittedly these props are not the easiest things in the world to make, being very labor intensive. However, the advantages gained by having props of the correct diameter, multi-bladed, two set screw mounting, adjustable pitch, and counter rotating capabilities more than compensates for the difficulties. I suggest you make up more than your immediate needs for spares and later ships as it is easier to make a lot at once than several small batches over a period of time.

James C. Fish

OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins

Greetings Combatants!

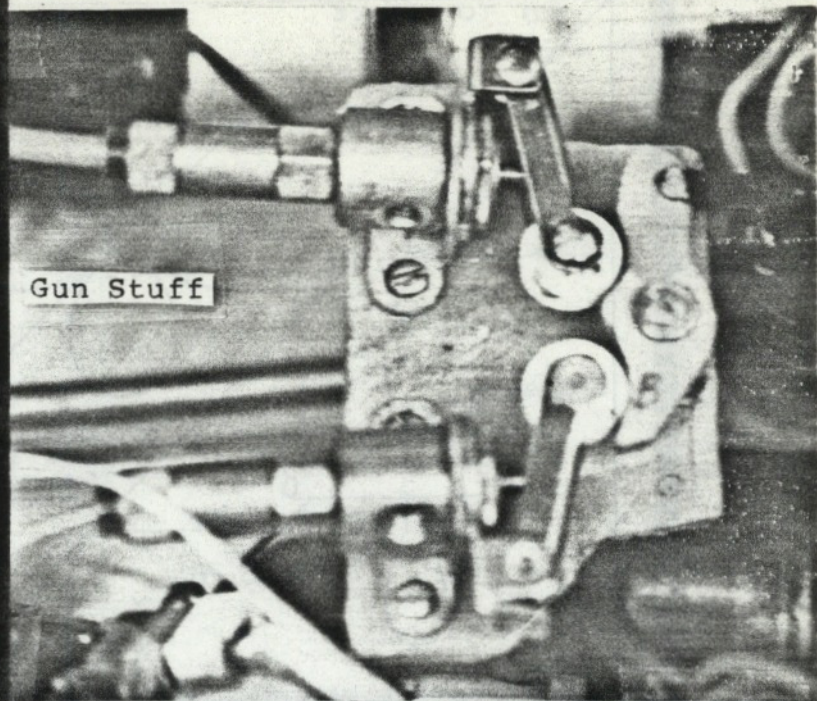
The 1987 (1st Internats) was one of the better ones. It was unusual in that there was more than average "extra-curricular" activity. The great Foster/Watkins "Clutz-War" was ridiculous and included some of Jame's (and mine) worst moments. The war was as follows:

1. I declare war by reversing polarity on my Royal receiver that I have used for 7 years. The receiver is destroyed (requiring the purchase of a new R/C unit with all the changing of systems). This cost's me the first battle on Monday morning and \$175.
2. James Foster (refuses to be left out of the idiot limelight) pushes his VV underwater (with watertight box lid open) and falls/jump-dives into the lake. This costs him a sortie and a second non-effective sortie.
3. I don't get my D cells charged well for Small Ship battle. This costs my (Green Fleet) a sink on the Detroit (with dead main drive batteries), the Blue Fleet shoots 20 holes in her above the waterline and 3 below and she sinks. Total points 1200.
4. James tries the Terry Darby "run-the-rapids" trick with a radio that is known to have a history of momentary glitches. The Luigi's Car-Door-Knob (Plastic-Fantastic) goes 90 degrees to the current and rolls over. She is ruled a battle-sink. This costs her fleet 500 points.
5. I drop my "brand-new" transmitter into the water. This makes it unoperational. I have to withdraw from the battle which costs my team 300 points.

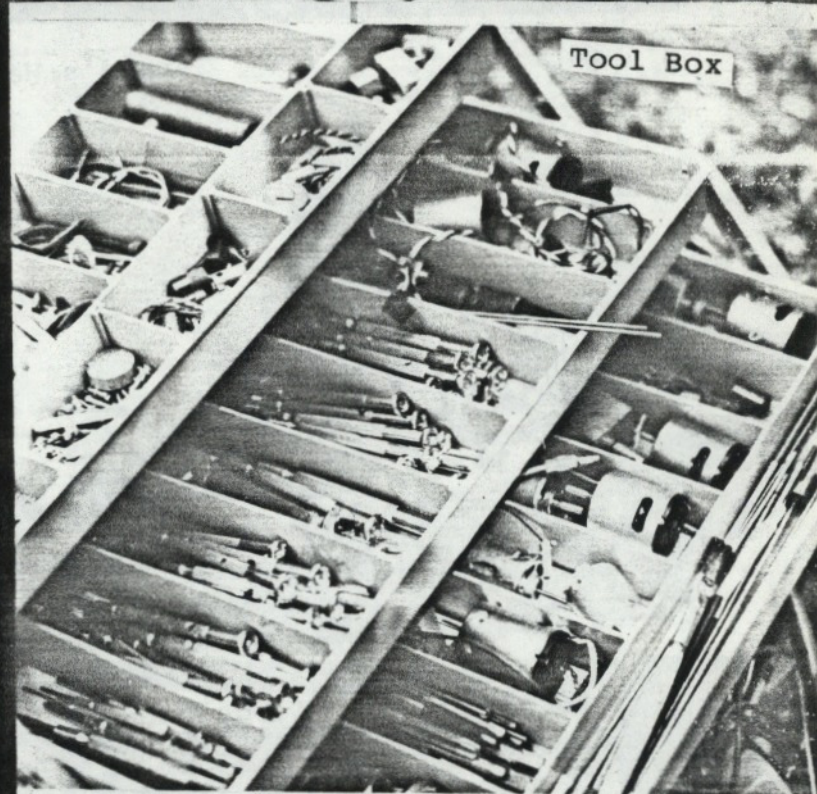
I'm sure James has some more activities that I did not know about but these highlights probably are adequate to illustrate the point.

Now to good times. Meeting and battling Peter Futschick was a significant highlight. He is still too soft-spoken in battle. I tried to teach him to yell by shooting the Scharnhorst at illegal times. He will learn. Peter why do the Axis always get such good rookies. We need more Axis "Turkey-Rookies". Please come back next year but don't be so well prepared. Us Allies need the points.

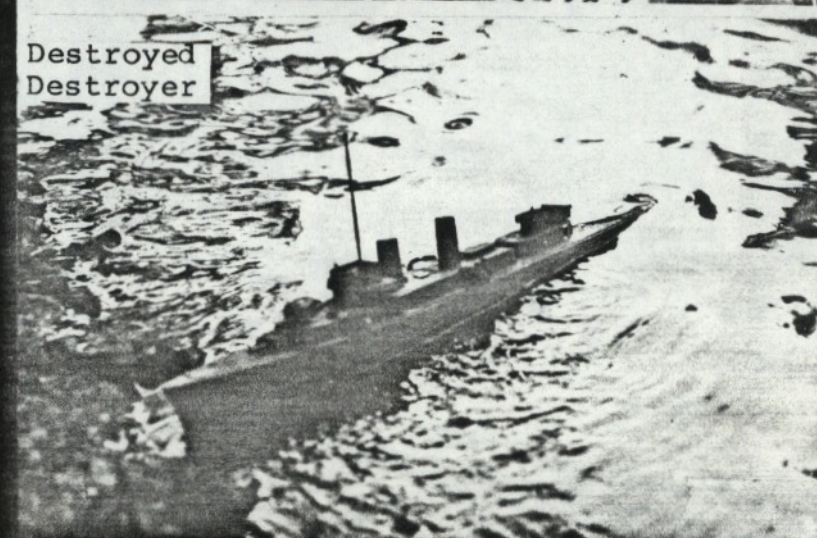
Another significant highlight for me was The first sortie of the 3rd battle. My Oregon City had been a "model target" (Chicken Ship) in the 2nd battle and upon looking at the shot-up bow of the Oregon City I thought, this is ridiculous! This is a ship fitted with 2 rear guns, what am I doing getting my bow shot up? Obviously new tactics (reversion to stern gun tactics) were needed. I noticed that Dan Dees had also taken numerous hits. At least he had an excuse, his BB was slow and had large target freeboard forward. Was it possible that we could take two ships that had not performed well and make them into an effective fighting unit? Two wrongs don't make a right. Well Dan agreed that we should work together with some tactics to help our fleet. We decided to stay at the Allied end of the lake and wait for the Axis to come after us. When they arrived they could catch Dan's West Virginia (because she is too



Gun Stuff



Tool Box



Destroyed Destroyer

slow to run effectively) and the Oregon City would try to make the exercise costly to the axis. The West Virginia would get some good shots in during the encounter also.

As the battle started, the Von der Tann (a ship which had given the Oregon City fits in the 2nd battle) came down to smash the two chicken ships. She was followed by the Warspite (which considerably complicated her job). Marty kept the heat on. As Rick lined up for shots the Oregon City would blast away and Rick would move to get out of this situation and then Dan would blast away. Soon Rick decided that the "Chicken Ships" were not very productive targets (they fought back effectively).

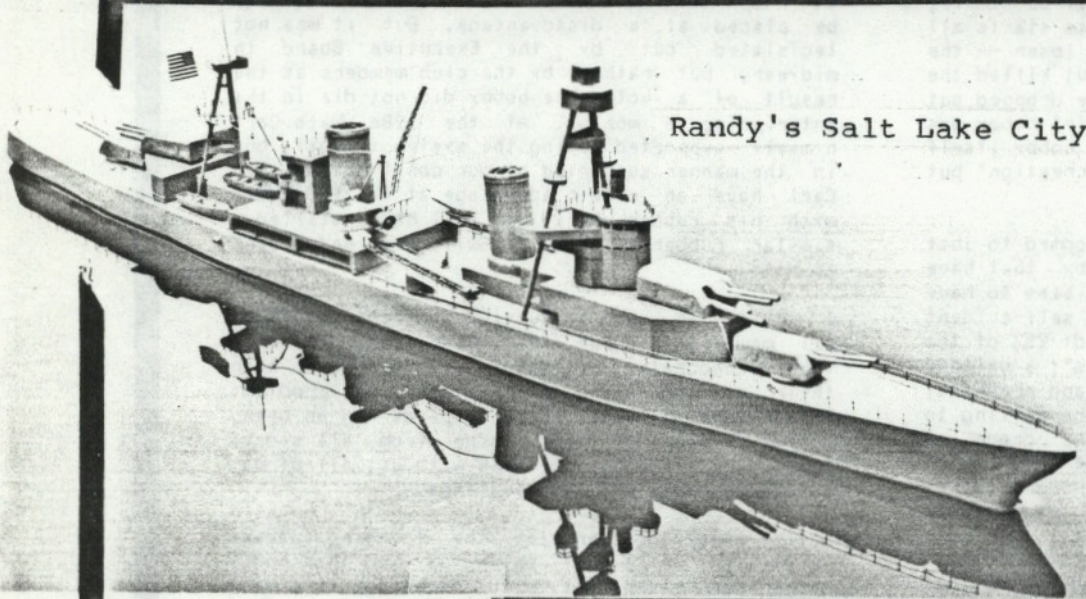
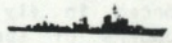
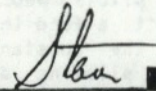
The next Axis ship to say "Show me" was the Fluegel "cruiser-killer" Scharnhorst. Down came the Scharnhorst. This time there was no Warspite to help. The chicken ships were all alone. Come on Fluegel! The story was pretty much the same. Fluegel just couldn't get lined up without drawing "effective" fire from the West Virginia or the Oregon City. I remember one occasion in particular the Scharnhorst was lined up on West Virginia and the Oregon City was lined up on the motionless Scharnhorst. You could hear this twack-twack-twack-twack-twack. Sounded good. I was working my fire lever frantically and the shots were corresponding to my actions. Fluegel was doing the same thing. But when the Oregon City drifted out of range I quit working my gun. Fluegel kept working his gun and heard only hiss-hiss-hiss-hiss. He began to wonder if he had been doing all of that twacking. He decided to leave the area. When hits were totaled Dan had only 4 or 5 hits on

the side of the WV that faced the Scharnhorst. The Scharnhorst had lots of holes on the side that faced the Oregon City. Fluegel stated that he was not going to play with us anymore. Revenge of the Chicken-Ships! It was great to know that our little team had driven off two top notch Axis "Cruiser-Killers". There were many other highlights. One was the Salt Lake City of Randy Waller. This was the most faithful model built from Jeff's plan that I have ever seen. The workmanship both inside and out was beautiful. Randy, I would like very much a set of the vacuum form parts. My address is 7700 Lamount, Amarillo, TX 79110. You probably may not have heard but your Salt Lake City was voted best of scale along with Peter Futschick's Scharnhorst. Congratulations!! The award was well deserved! I really liked your elevate system too. We (the Allies) really need you, so please come back next year.

Now for the USS Oklahoma: Carl it was ashame you did not get to battle her more. I hope you have a large cruiser or fast Battleship ready for next year. I really enjoyed your participation, especially when the Sullivans was giving the Luigi some trouble when she was zapping the Detroit. Thanks. Send me a tape or write to the address above we'll plan strategy. Well, this needs to be gotten to Fluegel so I'll close. Thanks to everyone for making it a great Nats (Internats).

Let's Battle!

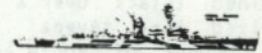
Stan



Randy's Salt Lake City

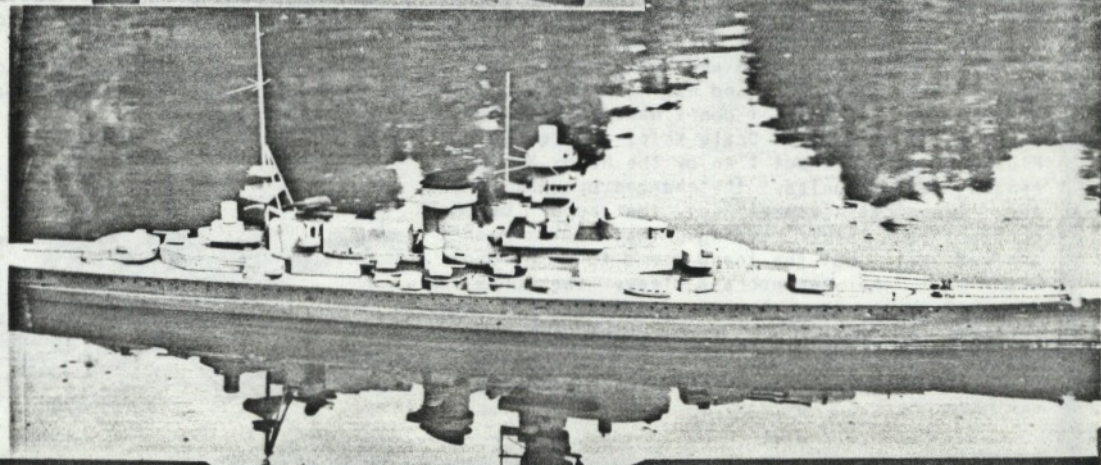


THE 1987
BEST OF
SCALE SHIPS



Futschik's Scharnhorst

THE 1987
BEST OF
SCALE SHIPS



The "flap" which exists about the rules concerning turning systems, speed systems and the Executive Board is not, in my opinion, a temporary situation which will pass. Rather, it is a symptom of a process which occurs in any hobby or human endeavor which is technical in nature -- the endless struggle between unlimited change (favored by those whom I'll call the technocrats) and status quo (favored by those I'll call the sport pilots). The problem always seems to have two alternative solutions, each of which are mutually exclusive. Compromise which is necessary to maintain a degree of status quo usually causes the technocrats to leave the group in frustration, while unlimited change forces the sport pilots (who are usually in the great majority) to drop out over a period of years. Either way, the result seems to be an inevitable parting of the ways.

This situation has occurred time and time again in model airplane clubs. Use R/C Pylon racing as an example. On numerous occasions a new class of racing models has been established; initially the rules are simple and set up to allow as many people as possible to compete and enjoy a good chance to win. Over the years the engines get hopped up, the airplanes get more and more expensive, the lap times get faster -- and the number of pilots who compete dwindles until all that remains is a handful of experts who are forced to fly against themselves. The large numbers of sport pilots who have dropped out (because they can't afford the cost spiral, or they don't enjoy the constant beating or they don't have the piloting skills to remain competitive) establish a new group dedicated to "forming a new pylon class which will be simple, inexpensive and fun". And the process starts all over again. Everyone has become a loser -- the technocrats who have won races but killed the class, the sport pilots who have dropped out (more than likely bitter that "their" hobby was stolen away from them) and the hobby itself which was formed for "fun and recreation" but gave mostly stress and bitterness.

Do we learn by history, or are we doomed to just repeat it? Classes within a hobby that have remained intact over a long period seem to have realized that several truths are self-evident when groups of people are concerned: 95% of the people involved are "sport flyers"; a balance must be maintained between change and progress; all members of the group must be willing to compromise for the welfare of the group, at times submerging their will for the good of the whole; members will enter and leave the group as their needs are or are not met -- even if successful compromises are realized.

How does all this relate to R/C Warship Combat? I agree that we are a "normal" group in that most (90%?) of us are sport pilots. I certainly include myself in that category. As a sport pilot I enjoy designing and building the ships, taping with the people and having a 50-50 chance of winning a battle. I don't have the skills to ever build a Best of Scale ship, or win the von Fluegel award -- but I enjoy the hobby and will remain active unless the changes brought on by the technical aspect of the hobby become constant and never ending. That point hasn't arrived yet, but the trend seems to be evident. When will the technocrats leave the hobby in disgust? When they become frustrated at the attitude of the sport flyers who are always legislating change out of the hobby. Has that situation arrived for a technocrat? For some it may have.

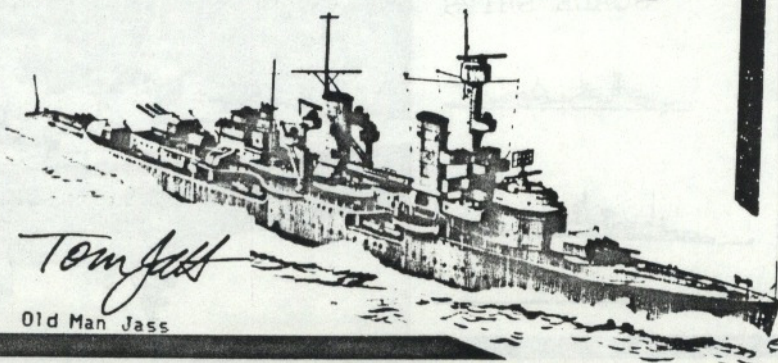
Can a split be avoided? Yes, if we all see the other side's point of view and compromise. Sport pilots must realize that technocrats need change and a challenge to keep the spice in the hobby. Technocrats must realize that sport pilots need more consistency and less change to remain somewhat competitive in the hobby. Sport pilots need technocrats to advance the hobby -- and we've seen tremendous change for the good in R/C Warship Combat in the past few years. Technocrats need sport pilots to keep the hobby growing -- and we've had battles at Nats in the past years with 20 ships involved. WE NEED EACH OTHER.

The technocrats must voluntarily abide by the spirit of the rules -- not just the letter of the rules. In most cases their ships are already 20-30% more effective than the sport pilot's ship. They must force themselves to interpret a rule in such a way as to not build a system which will give them another 5% advantage at the price of alienating all the sport pilots. The sport pilots (who are in the majority) will simply legislate the system out of existence -- or the Executive Board will be forced to act in midyear and make everyone mad. The technocrat should bring up the proposed system at the Nats meeting and explain their motivation before they build the system.

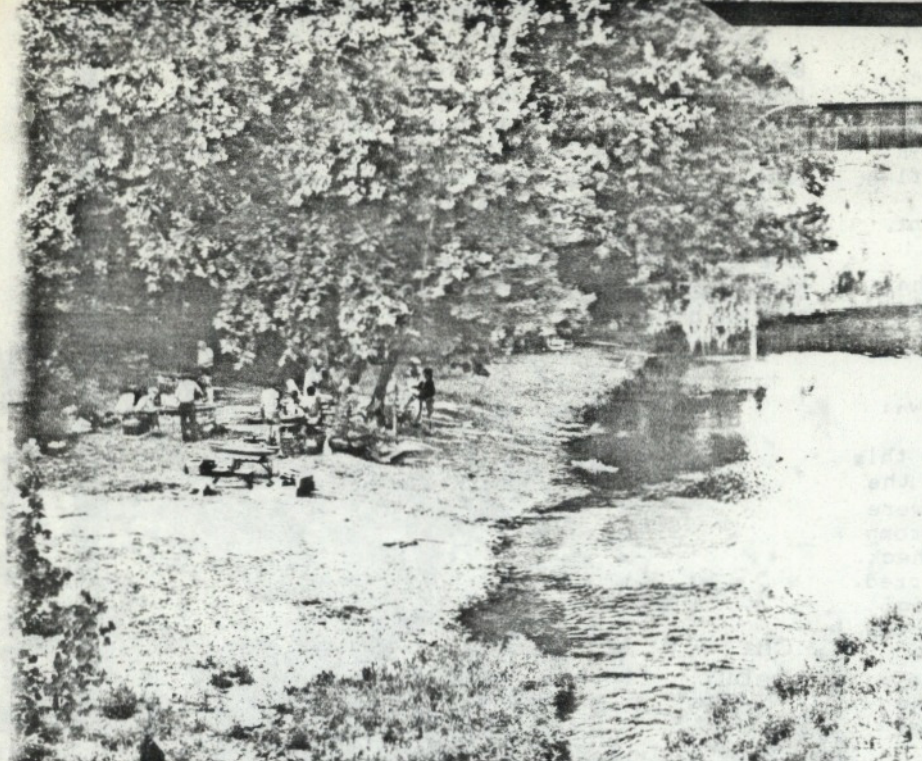
The sport pilots must be more tolerant of change and less inclined to immediately legislate it out of existence. For example, Carl Camurati's rubber hull idea was radical and a technical advance. It undoubtedly provided him with many enjoyable hours while he was developing and perfecting it. When he introduced it at the 1986 SE Regionals it was "the talk of the town". We all felt that we had to have a similar system or be placed at a disadvantage. But it was not legislated out by the Executive Board in midyear, but rather by the club members as the result of a vote. The hobby did not die in the intervening 6 months. At the 1986 Nats Carl himself supported making the system illegal, but in the manner supported by our constitution. Did Carl have an unfair advantage at the 1986 Nats with his rubber hull? No -- I had installed a similar rubber hull in the Swiftsure, and I sank at Nats.

I invite an open discussion of these issues by all members -- but let's hear especially from the technocrats. We sport pilots need to hear their attitudes and concerns about the problem. The future of our hobby depends on an open, honest airing of this issue from all sides. Don't quit in a huff -- talk with us, all of us, about our hobby and your feelings.

Let's hang together (as the founding fathers said), or we'll all split up and this hobby which has given all of us much more enjoyment than frustration will become extinct. I really haven't chosen sides, but my temperament and nature has made me a sport pilot -- or as Fluegel says, "A gentleman battler".



Old Man Jass



Wednesday continued from 463

(July 15, 1987) Nationals Battling.
By Stan Watkins

The moss problems a Sequiota Park Lake were becoming almost intolerable by Wednesday morning. Night Battle had already been voted out but we were going to try to have a small ship battle. Speed trials were run and then it was mentioned that the James River had an area that might be suitable for battling. Several guys went down to the James River to check it out. They reported that it was usable. Everyone packed up their ships and supplies and moved to the James River. Dan Dees 4 wheel drive pickup was very handy for carrying the bulky items down the steep road bed to the river. Dan graciously volunteered to make several trips back and forth to haul supplies for anyone who wanted any help. Thanks Dan!

Probable Allied ships for small ship were: 1. Arethusa (CL) Jass, 2. Detroit (CL) Stan, 3. St. Louis (old CA) Hayes, 4. Sullivans (DD) Shaffer, and 5. Tromp (CL) Hamilton. Probable Axis small ships were: 1. Capitani (CL) R. Shultz, 2. Jintsu (CL) S. Lide, and 3. Luigi Cadorna (CL) Foster.

Before the small ship battle could get underway a battle between the Bama and Peter Futschik's (he was sent the 80th production Mk IX GCH on June 14, 1981 in Melbourne, Australia) Scharnhorst began. The river current was a new consideration. Steve's Battlin Bama got side gun blood on Peter's Scharny right off. Several more hits were scored on Scharny. Scharny soon was pumping some water. The crowd was heard to say, "Oh, I heard that." Then finally Scharny scored on Bama. When it was all over the Scharny had scored enough long range hits to equal the Bama's 15 short range hits.

In the first small ship battle the fleets were divided into "Blue and Green" because of a shortage of Axis. This was not an Axis-Allied battle since Marty's St. Louis was on the same side as the Luigi's Car Door Knob. The ships were as follows: Green fleet (1. Arethusa, 2. Detroit, and 3. Sullivans). Blue fleet, (1. Luigi, and 2. St. Louis).

The Detroit had a set of D cells that were not charged well. Within a few seconds of the start of the battle the Detroit slowed and went dead in the water with dead main drive batteries. Both The Blue Fleet cruisers were lined up on Detroit and blasting away. Stan was heard to threaten to abandon Tom Jass next time he got into trouble if he didn't try to at least score on the enemy while they were blowing the Detroit away. The Arethusa made a run and was herself hit. Finally the Arethusa got a few hits on Car Door Knob. The Detroit then went down. Carl Schaffer's Sullivans had worked on the St. Louis, trying to distract her from the Detroit. The St. Louis chased the Sullivans away. All ships then went on 5. The Detroit had been hit for 20 above and 3 on the waterline hits. This carnage was plenty to win it for the Blue fleet

About this time Fluegel was heard to ask "Could I have a cigarette?"

In the Second Sortie the Luigi and St. Louis would battle the Arethusa and the Sullivans. To start the battle the slow St. Louis got into the Fast current to make a high speed run into the Green Fleet area. At first the Luigi got hit by the Arethusa and then "Deja Vu" the Sullivans was rammed by the St. Louis (just like the O'Bannon in the 1986 Nats Small Ship battling. The Sullivans was pulled out before she sank (just like the O'Bannon in 1986) but unlike the O'Bannon in 86 the Sullivans reentered battle. She would live to regret that variation from history. Luigi then blasted Arethusa for about 2 hits. At this point Arethusa and Luigi were both seen to be pumping. With the St. Louis no back in battle Tom's Arethusa was ready to feast on the slow St. Louis. The Luigi then concentrated on the Sullivans and she was backing up to avoid the guns of the Luigi. The Sullivans rear deck seal, like the O'Bannon's, isn't perfect. She took on enough water that she sunk. She had hull battle damage so she was a battle sink for the Blue fleet. So the Blue Fleet won.

Next was the battle of Fluegel's Scharnhorst and Danny Schultz's Maryland. About this time Dan and Mary Hamilton and the Tromp arrived. In the first exchange the Scharnhorst and Maryland had an equal exchange of BBs. The Maryland's guns sounded weak. On one pass Fluegel hit the Maryland 13 times in the forward quarter. Finally Fluegel and Danny went on 5 and the Battle was over. It was a Fluegel victory.

An Axis-Allied Small Ship Fleet battle was organized. The Ships were Allied: 1. Arethusa, 2. Tromp, and 3. St. Louis, and Axis: 1. Capitani, 2. Jintsu, and 3. Luigi Car Door Knob. As the battle began a canoe with spectators paddled it's way through the battle front. This brought a brief delay to the battling. Capitani hit Tromp. Tromp fired on Jintsu but appeared to miss. Luigi fired on Arethusa but appeared to miss. Capitani appeared to hit Arethusa. The Tromp went on 5 and ran far down river. Jintsu was pumping slightly and appearing to be in trouble. Luigi then tried to get at the St. Louis. These ships were actually on 5 and no shots were fired. Jintsu then charged after St. Louis. Jintsu was still not on 5 at this point. After chasing the Arethusa for awhile the Jintsu went on 5. The Jintsu then went out of control and was circling. Scott started going after Jintsu and she was sinking as he reached her. When she returned from the battle, the Wednesday, Hull Buster's War Correspondent found a hole below the waterline. This then determined the sink to be a battle sink. The Allied fleet got 500 for the sink and 100 for the below the

waterline hit. The Luigi had not been particularly effective that sortie. She appeared to have a radio range problem. The Allies were wisely staying away she had no targets and was not able to use her ammunition. If the next sortie was not an Allied disaster the Allies could maintain their small ship fleet victory record intact. Since big fleet was going in favor of the Axis this was important.

The next individual challenge was between the Bama and Fluegel's Scharnhorst. The Scharnhorst was slower than normal (much to Fluegel's disappointment). This carried on and was a points victory for the Bama. Fluegel was interested to find out why his Scharnhorst was so slow. The slow speed turned out to be because of a broken propellor blade. After this skirmish the serious war was commenced with the small ships again going at it. The fleets were the same as before minus the Jintsu. The Tromp was hit by the Luigi and brought in for a check. A shifting of weights was all that had occurred. The Capitani fired at the St. Louis. The Luigi then hit the Tromp with her gun once in the bow. Capitani then hit the Arethusia. Capitani was discharging great billows of white freon smoke with each shot. Foster's Luigi was searching for cripples. Arethusia hit Capitani several times. The battle was then over.

The Final score was 660 Allies to 160 Axis. The string of Allied Small Ship Fleet victories continues.

The next individual challenge was a spectacular David and Goliath crowd pleaser. It was the Peter Futschik Scharnhorst (with awesome triple blaster long range bow guns) against the Terry Darby Portland (the first ship to swim up stream and spawn). At close range it was a Portland battle, but when she ran out of ammo it was a Scharnhorst lake. Terry tried his famous "rush up the rapids", but found out that his batteries were too low to allow it. The Scharnhorst was waiting for the Portland to lose her battle with the rapids. Darby held her in the rapids for several minutes but finally began to slip down stream. The Scharnhorst was putting her bow on the rocks to try to achieve sufficient elevation to bring her guns to bear on the almost motionless (although racing at full speed against the current) Portland. Scharnhorst's first triple blast was too close for Terry's comfort. The Portland swerved and lost more ground. The Scharnhorst moved again to shift to the new target position. Portland was again moving downstream. Finally she was drifting out of the channel. As she drifted down she turned and ran with the current and away from the waiting Scharnhorst. The battle was soon over and the Scharnhorst had won a points victory but the crowd was sure that the the Portland had won her victory over the watery grave.

This concluded the recorded coverage of the Wednesday Nationals battling.

Friday, July 17: By Curly Barrett

This was to be the last day of battling. The Australians had packed their trophies and their ships. They had to leave port for home. With the rules meeting and the Rookie of the Year out of the way the day had the possibility of being anti-climactic.

Although the Axis were losing their new Rookie of the Year, they were regaining an old R.O.T.Y., as Curly Barrett and the Lutzow showed up early in the morning, along with Amy and her brother Chris, who had the Indomitable and his girlfriend Monica. Curly was all set to launch an all-out offensive.

As the people struggled to set up the pit area and get their boats ready, the offensive efforts of Curly began. Piped out of a "Boom box" came the melodic tones of our own Admiral Fluegel. (those tapes can still be purchased for cheap!) This was more than the Allies (or Axis) could stand. Death was in the air.

The Contest Director was trying to get the show on the road according to schedule, but preparation time took longer than expected due to the Springfield Memorial Obstacle Course that lay between the cars and the battle area.



At the time the battle was supposed to start, only Fluegel, Watkins and Barrett were in the water ready to go. Stan was so upset, he threw his transmitter into the river. (From where I stood it looked like he *dropped* it) David Haynes was ready, cunningly watching from his pit area. He and Gerald Roberts were having one last cup of Sakein the name of the Rising Sun. Foster was practicing eskimo rolls on the rapids and Dan Hamilton was just now showing up. Dan would have to miss this one.

The battle started and it was fast and furious. The river current played a big part in the fancy ship maneuvrers that the South Dakota Battleships were able to do. From where I watched, which was as far away from the battle ships as possible, Larry Dahl and Tom Jass were defending the down stream area against the Scharnhorst and the Lutzow. Jass put his ship on automatic pilot and spent a quick five minutes out of control. His full reverse in a port turn yielded only ten hull hits and several superstructure hits.

The Scharnhorst then devoted itself to Larry Dahl's Exeter. The Lutzow was supposed to work as wing-man, but that didn't last long as the young captain had no brains. Larry very wisely went up stream and hid amongst the battle ships and under the trees.

In the second sortie Curly's batteries went low and he picked up fifty hull hits - OOPS! Luckily, as he was about to feel the force of Jim Lisher's new South Dakota, Gerald Roberts went down, "Man in the Water!" Curly thought he was safe. Then he noticed that Gerald was only three feet off shore. Jim was all lined up. Terry Darby joined Curly in a chorus of "Take your time Gerald", so one could only assume

that Terry had also taken a pounding.

Just as Gerald hit Terra Firma, Jass (God Bless his little tea drinking heart) yelled "I'm off five out of control, man in the water". Lisher's heart sank. He hadn't even started with his side mounts. He looked over Curly's shoulder at his timer, then at Jass' ship which was out by the down stream bridge, and then at Curly's timer again. Then he looked at Jass, who is no Johnny Weismueller, and then at the timer, and he came to the realization the there wasn't going to be enough time to shoot at the Lutzow. The sorties seemed to run right into each other and I am sorry if I missed a terrific battle story somewhere.

The second sortie ended and these comments were heard from some of the battlers:

- At least there is no Grundge (moss). The current is funny, and it's a battle of rocks vs. props. **Steve M.**
- I enjoyed it. I am a little home sick, but it was fun dogging that Ugly Scharnhorst. **Terry D.**
- It was fun, more so in the second sortie where I could do a little battling. Realiability... **Tom J.**
- Blimey, G'day mate. **Peter F.**
- I thought we were supposed to walk all over the Axis this year!?!? **Dan H.**
- DAN, DAN, WATCH OUT!!!** **Mary H.**

In the interim prior to the second fleet battle, several one on ones took place. Mary Hamilton vs. Larry Dahl was the first.

The ships hit the water and it looked bad for Larry. Not only did Mary have five units to his three, (Note: Larry forgot to reload his stern gun after the last battle and had only six shots left) but Mary also had five people helping her steer the ship. She quickly cleared the area of backseat captains and got on with the battle. She and Larry had a tough time getting a shot at each other, as the other captain played a good defense. Mary even beached the ship once in an effort to avoid a strafing pass from the Exeter. She was able to reverse right back into the thick of things. A text book ending. Mary, with twice the guns that Larry had, had dealt out twice the damage Larry had. A good job by both, and very enjoyable to watch.

Next out of the chute was that rodeo star from the chile capitol of the south - David Haynes. He would be facing that homesick Boy Scout of the woodlands, Terry Darby. These two fruitcakes decided to battle without patching after the fleet battle. Terry launched his ship with 32 above, 1 on and 2 below the water line. Ouch!

These two drew quite a crowd as they are two of

the best cruiser captains around, and they were shot up so bad to start with, a sink was almost certain. Unfortunately, the only sink came after they were done and driving around for fun. Terry sank by the shore, but he had won the battle.

The second fleet battle started thirty minutes late, but no one seemed to mind (except for a bushy lipped fellow who wasn't battling this week). The highlight of this battle was the Exeter running aground at the base of the rapids. There wasn't enough room for all of the ships to take cheap shots on the poor hapless Exeter, so as the Allied navy tried to protect their los sheep, Foster took the "Car Door Knob" UP the rapids in an effort to get some sort of shot from the side. As he came rafting down I could have sworn I saw the crew abandon ship, but I found out later it was a radio glitch that caused the ship to zig when it should have zagged. Foster rolled the ship down the rapids for a few feet, coming to rest on his starboard side. It was declared sunk although he had not gone under. While all of this was happening, Gerald Roberts was taking his "Green Hornet" through its paces. It was just like the old joke: "I know every sand bar on this river. Wham!! See, there's one of them now." He was aground but afloat, if that's possible.

As the dust settled, the Lide operated cruiser was waiting out his five minutes with Stan, Steve, Dan and Terry. Dan Hamilton had a very interesting thing happen during this battle. Someone shot his little transmitter and knocked it out of commission. Time to battle from inside of a bunker!

As the scramble up the hillside to the cars started, the Port Polar Bear group had a one on one between the Lutzow and the Indefensible. This was the first battle for Chris and it was not a part of the nationals. The new ship had teething problems. Stan was offering his Fatherly advice to Chris whose Indigestible was waiting for a Lutzow offensive. However, Curly's batteries went through their death throes and The Lutzow got only limited shots at the Indignant. Nevertheless, the final score showed the Lutzow on top - 640 to 20. Chris will be back next year, ready to go.

As we go on to the Diner for dinner, I apologize for missing any of the good action during the battling. I guess the only advice is "If you want your horn

blown, you have to blow it yourself". I hope I didn't miss anything great.

The meal went well, with Stan getting his food last as we had expected. Awards were given out and the top honors went to Foster. I assume somewhere else in this rag there will be a rundown of winners. Several goodbyes were said that evening and it looked as though Saturday would be a little - slow.

SATURDAY July 18:

By Curly Barrett

Today was Amy's birthday. The morning started with everyone leaving town !!! Sure, my Lutzow is finally ready and where is everyone? Oh sure, Milholland is still here, Foster is still here, Terry Darby is still here. But Terry sent his ship home with Dan Dees and his wife, so Terry was unarmed and homesick, and what about Foster and Milholland... well, I battled them last year and, uh, well, that got old fast.

I was going to make the best of the day, so I went to the pond with my ship and the birthday girl. I have given her a pair of Sapphire ear rings for her birthday, but the real treat was still to come. Today on her twenty-third birthday, she would get to drive the Lutzow !!! You can imagine the bolts of



Chris
Prepares
The HMS
INDIGESDIBLE

excitement that must have shot down her spine. She found that the ship handled well, but all she was doing was dodging moss clumps. We filled the guns and tossed a target out on the water (one of the left over "Fluegel Sings... " Tapes) which she hit in three of her first six passes. She enjoyed target practice and has since challenged her brother to a battle.

I should note that while we were enjoying our day and playing, Foster and Lisher were cleaning up the pond site. Milholland and Darby were cleaning the dockyards. Heart felt thanks goes out to **y'all!** (How's that you southerners?)

Now on to scene twenty-four, which is a lovely party out at the Foster home. The Fosters have recently added a small child to their collection of living things which run around the house. Although we talk tapes regularly to James we had never heard

about their latest addition.

I had a great time at the party and can only assume everyone else did too. The Springfield crew was there as well as Port Polar Bear and the even-more-homesick-by-now Terry Darby. After touring most of the state, Jeff P. and a traveling troupe of Mimes showed up to make for a fun evening of: entertainment, Nel-spot firing, picture taking and pouring over blue-prints. I would highly recommend

this activity as the Fosters throw a great party.

So the nationals wound done to a close. Thanks again for a great year of the hobby. Thanks to the host group. And thank God I didn't sink. See Y'all at the fall regionals in Chicago. Bug Jass for details.

Axis Victory! ! !

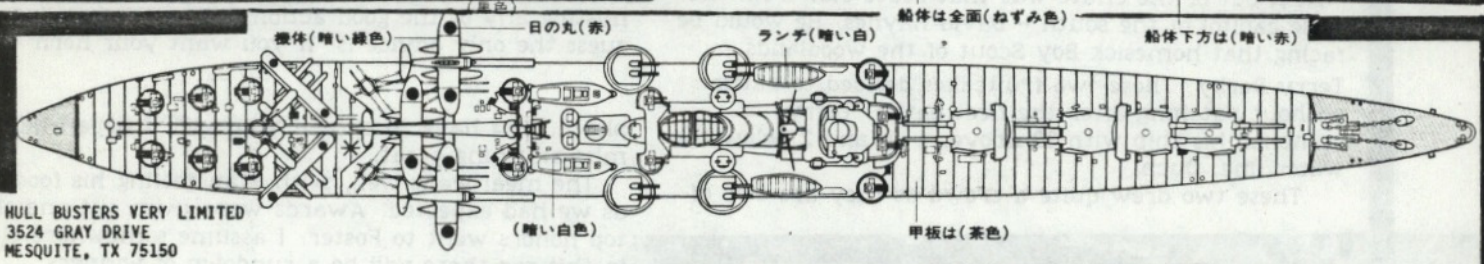
**VICE TO YOU
BY YOUR NEW VICE PRESIDENT
HERR FLUEGEL**

I wonder who you would talk to in order to have the president "bumped off"? Well, the constitution puts some requirements on "sanctioned events".

- 1.) The Vice-president approves the contest director and the event.
- 2.) The event must be announced 60 days in advance in the newsletter (we will use Hull Busters) or all members must be notified by mail 30 days prior to the battle.
- 3.) No "house rules". Play the game normally, nothing kinky or Alliedy.



Top Row, Carl, Marty, Steve, Unknown, Dan, Foster, Randy, Dirty D., Scott, Rick, Jass, Scott's Dad with Scott.
Bottom Row, Gerald, Dan, Stan, Jass, Futschik, Larry, Lisher, and unknown.
Very Bottom, Cardboard box, Carl, jr.



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