

# HULL BUSTERS

JUNE  
1984



## -BATTLE REPORT-S.C.

### REGIONALS-APRIL 1984-AMARILLO, TEXAS-

On Saturday morning the 28th. day of Apr. 1984, in Amarillo Texas, the 3rd. annual (Easter) S.W. Regionals started about 1½ hours late because of cold weather. As a result of this we dispensed with the 'Hull penetration test' as the cold air would have caused a delay in the drying time to patch hulls.

The first two ships to challenge were Stan Watkins D.E. and James West's I-400 submarine. Both these little ships went into battle with the glorious anticipation of turning its foe into splintered balsa. However the D.E. should only go in reverse and stop and the sub was dead in the water. So this one sortie challenge (which had been agreed to before hand) between the "Small Ones" was over with a score of 0 to 0.

The Myoko of David Haynes and the Salt Lake City of Jim Lisher were the next to challenge. The S.L.C. managed to hole the hull of the Myoko with a BB and to damage the Jap ship with the bow of the S.L.C. The Myoko only managed 2 non-damage rams on the S.L.C. This was not bad as both captains had never been in battle before. The score was -30 for the S.L.C. and -40 for the Myoko.

Next came our only 3 sortie battle. This was because both ship's guns would not fire in the first sortie. So the Hipper of James West and the Sheer of Martin Schneider went back out for two more sorties. This first sortie was done between the two sorties of the Myoko and S.L.C. The 2nd. sortie was started after the Myoko-S.L.C. challenge. The second sortie did not go all that well either as the Hipper did not hit the Sheer and the Sheer only managed one superstructure hit on the Hipper. However Martin hit the hull of the Hipper in the third sortie 7 times and got 1 more S.S. hit. The final score was Sheer 150 and the Hipper 0.

James Foster's Chicago and Steve Milholland's Alabama were the next to challenge. Their first and only sortie happen between the 2nd and 3rd sortie of the Sheer-Hipper challenge. This was a great battle to see as both ships received a good number of hits. But as according to tradition the Alabama sank. As was discovered later the Alabama's pump batteries had a dead cell and were not fully charged. The Alabama had put 11 hull holes (7 above, 3 below and 1 at the waterline) and 5 S.S. hits on the Chicago. The Chicago inflicted 7 hull holes (5 above, 1 below, and 1 at the waterline) and 2 S.S. hits on the Alabama. But because the Alabama sank the score was Chicago 760 and Alabama 515.

The Guiseppe Garibaldi of Dave Garrett and Stan Watkins' Salt Lake City challenge was next with the Italian putting 2 below the waterline and 2 S.S. hits on the S.L.C. The American managed 6 above the waterline hits and 2 S.S. hits before the sortie was over. The S.L.C. had to refuse battle because of the damage she had taken in the first sortie. The score was G.G. 460 and S.L.C. 140. (It was later learned that the G.G. had went into battle with only one 'rear' gun.)

Rookies are great people. Enthusiastic, overflowing with ideas, and eager to get involved. I like to say that because I've been a rookie for so long that sometimes I think there really is no such thing as R/C warship combat! Actually, getting involved with R/C combat was kind of a surprise to me, as I was an Airplane Nut who never even flew an R/C model (although I did build many Free-Flight models and other scratch-built projects). Anyway, I thought I would never build a model ship, not even on a bet...until I heard about R/C combat, that is. Here it was, in black and white (SSM): A ROOKIE AT THE R/C COMBAT NATS by Dan Dees. Well, I haven't looked at, or thought about model airplanes since then (Feb 83). R/C Warship Combat can really grab you!

So what do I have to share about R/C combat that I've learned in the last year? Not much - so how about I make something(s) up?

- 1) Having your very own MK IX miniguns in hand does NOT mean you will be ready in time for the NATS in Springfield (or anywhere else, for that matter).
- 2) Being scared of making a mistake; like building a twisted hull, or prop shafts that bind or don't line up etc., is the Natural State-Of-Mind for the first-time R/C modeler.
- 3) Hard 1/32 balsa does not a small hole make. A large, splintery crack is more like it.
- 4) If you're going to use Polyurethane paints to seal the wood on your model, paint a test piece first (with exactly the number of coats you will use on the model), then apply the color coat(s) with whatever kind of paint you want to use. Then, after it's dry (24 hrs.) stick it in some water for an hour. This way you'll find out ahead of time if your color coat is incompatible with the polyurethane. Turns out on my NACHI that TAMIYA acrylic paint (for plastics) over a lacquer auto body primer/ over Zinolyte polyurethane cracked, peeled and blistered. Be careful, check it out first.
- 5) Hate switches that show on a model, and I guarantee you that no matter where you hide them, it will never be the "right place". Just do two things: locate the switches on the deck where your fingers can get to easily and design it/them so when the the deck comes off, the switches stay with the hull. I put mine on a removable portion of the deck (under the bridge deck-house operated by pushrods) so when the deck came off, several wires made a tangled umbilical cord that always got in my way.
- 6) No matter how hard I thought and planned and figured, there was no way to avoid SOME PROBLEMS during the first several hours running time. Maybe I'll experience less problems with future models, but I'm still not happy about all the quirks my Nachi has. So don't let problems get you down- they all provide valuable knowledge for future solutions.
- 7) Nothing is more pleasing than seeing your first ship model cruising flawlessly (at least for the moment) on the local pond in the very late afternoon.
- 8) It takes a lot of courage (insanity?) to let someone take potshots at your handiwork. It hasn't happened to me (yet), but I'll bet that first time getting sunk is a real bummer.
- 9) Mix Microballons into 45 minute epoxy (5 minute won't give you enough time to work with it) to get an easy to sand, very hard fillet material. Make it thick like spackle and use it to form the fillets at skeg/hull or stuffing box/hull junctions and the like. And be sure to wear gloves if you're going to get your fingers in the epoxy: it is toxic and you will eventually become allergic to the stuff (for the rest of your life)
- 10) Sex before Battle will drain your Batteries.
- 11) Don't give up on your pet projects or crazy (but safe) ideas. Just put them off until you get some combat experience. By that time most of your ideas will seem crazy.
- 12) EPOXY-LITET<sup>™</sup> floats.
- 13) There are no embarrassing or humiliating initiation "rites" when you join this hobby. Everyone is willing to help. All the people in this hobby are Super. The Allies are okay, too.

from Dick Hargrav



**BATTLE REPORT-S.W. REGIONALS-APRIL 1984-AMARILLO, TEXAS-**

James West and James Foster challenged with their Hipper verses Chicago. In the first sortie the Chicago put 6 above the waterline hull hits in the Hipper. The Hipper sank after only hitting the Chicago's S.S. once. The score was Chicago 620 and Hipper 5.

The battle of the titans than began when Milholland's Alabama and Schneider's Tirpitz slugged it out in 2 sortie action. After the battle the Tirpitz had 13 above waterline hull and 3 S.S. hits. Alabama in turn had only 2 above waterline hull and 19 S.S. hits. The score was Alabama 275 and Tirpitz 135. (Martin had said earlier that he wasn't out to get points but out to check out his new ship, Sheer and to check out new control systems on his Tirpitz.)

Between the 2 Alabama-Tirpitz sorties the first sortie between LaDonna Poindexter's Houston (actually her Daddy's ship as her Algeria was being repaired after being sunk by Stan Watkins back in Nov. of 1983.) and David Haynes' Myoko erupted into one the most notorious displays of Axis Fluegelness that surely will live in infamy. This act occurred after LaDonna's 5 minute rule had ended and she was bring her ship in. The Myoko pointed its front gun at the Houston and fired, causing several S.S. hits. This act was witnessed by all present and cries of reprisals began emitting from the crowd. However the second sortie had almost a reversal of the first sortie "after the 5 minute rule" incident. LaDonna said 5...minute rule and between the 5 and the word minute she holed the hull of the Myoko. (This is on video tape and verified.) The score was Myoko 100 and Houston 25 before ram penalties were subtracted. So the score was Myoko 80 and Houston 5.

The last battle of the day also proved to be the last one of the Regionals as the last day's battles was cancelled due to rain, sleet, hail, snow and 50 MPH winds. The Chicago of James Foster challenged Lisher's Salt Lake City and Garrett's G. Garibaldi. The battle only lasted 1 sortie has the S.L.C. sank with 3 S.S. and 7 above the waterline hits. The G.G. suffered 1 above the w.l. and 1 very large at the w.l. hit and had to refuse battle in the second sortie. This made 3 sorties that Foster had participated in and the result was 3 sinkings and refusal of battle. The score was Chicago 955, G.G. 0 and S.L.C. 0.

So the final scores for the Regionals were as follows...

James Foster	2335	with 3 sorties.	
S. Milholland	790	" 3	" <i>in Capt Poindexter's C.D.</i>
Dave Garrett	460	" 2	"
M. Schneider	285	" 5	"
S. Watkins	140	" 2	"
David Haynes	40	" 3	"
James West	5	" 5	"
LaD. Poindexter	5	" 2	"
Jim Lisher	-30	" 3	"



Rear Admiral Schnieder?

**PRESIDENT'S PAGE**

I have several topics to discuss. Although I haven't received many complaints lately I did receive a large number earlier about rule changes. One was about outlawing rotating turrets. My answer will be shorter than in the original lost article but probably clearer since it has mellowed with time. The simple fact is that there are an infinite number of ways to play R/C combat. It is very presumptuous to say there is only one way to play R/C combat. The no rotating turret rule is a classic example. The reason it was passed was that it made enforcement of the guns in three quadrants only very difficult to enforce. Nobody was wild about having rotating turrets and consequently, it was easier to simply outlaw them. I would like to go back to an even earlier example. At the previous Nationals, side mounted guns on cruisers were outlawed because it was readily seen that cruisers were so unstable that side mounted guns on them were dangerous. Both of these rule changes produced outrage among certain parties. They were both passed by unanimous vote. I feel the parties objecting to them would have agreed if they had participated at the Nationals.

My Commander in Chief, Von Fluegel, has convinced me of something that a year ago I would have argued with vehemently. Our laws and constitution should be followed by letter of the law rather than by "spirit". We have heard a rumor that safety valves, which do not work, will be required at Nationals. I seem to remember that we had a problem with safety valves at Nationals two years ago which didn't work. It is my opinion that this rule change violates the "spirit" of the law. The "spirit" I am speaking of is that the rule changes are only made once per year to prevent midyear construction changes.

It is also relatively obvious that the power of the contest director must be legally limited. He should have no power to change construction rules on ships.

Yet I can see where there needs to be some leeway. Some kind of rule limiting hull penetrability was necessary and this was only obvious after the rule changing session was over. This did not change the rule. It defined it. I think the limit is too liberal but it probably offends the fewest people and I think that is important for a midyear rule "definition".

When speaking of rule changes it must be remembered that hull penetrability, pump capacity and guns are all interrelated and need to be discussed together and I am going to explain why. The brass rod drop test defines penetrability but does not test the brittleness of a hull (why some hulls get large holes in them while others only get single penetrations from spurts of BB's). Brittleness is almost impossible to legislate. I feel there is a way around this. It takes multiple BB's to put large holes in ships and if we all go to single shot guns there will not be any large holes, even in brittle hulls. This would eliminate a technology race to non-brittle hulls. Without large holes in ships pumps should be cut down to about one quart per minute. What I am trying to say is that we need defined penetrability (I favor 12 inches brass rod drop), single shot guns and one quart pumps as a unit rule. This would allow sinkings with little damage. With single shot guns, battles would be much longer and consequently, more fun. It does not take a genius to figure out that the hardest part of this package is to sell is single shot guns. Despite this, I think



they are the most important part of the package. The single shot gun is here and it will never be used unless legislated into existence. It is simply no match for the unscale spurt gun.

Last but not least Fluegal and I have a list of suggestions for next year's officers.

President - Stan Watkins  
Vice President - James Foster  
Treasurer - Dan Hamilton  
Contest Director - Jass

We have suggested Stan for President for a specific reason. I personally feel that the executive board should confer with NAMBA rather than an unelected official. Communication within the executive board is poor and will remain poor because of geographic problems and from a practical standpoint the President almost has to be the representative to NAMBA and I feel electing him President would legalize his position and would set a precedent for following Presidents.



### Northeastern Regional

Photo Courtesy Mrs. Camurati

Friday, May 18, 1984: Axis camp groups to form a battle plan and meet the Allied Captains. This was a day for ship to ship and shake down. First battle, the Andrea Doria, Italian BB, captained by Carl Ram-urati, (coined by my wife that night), met Lutzow, captained by Bob Amend. What resulted was a long and hard fought battle in which Andrea Doria trimmed down some of that Kraut ego.

Second Battle was Marty Hayes, New Orleans Class--USS Quincy, against Bob Amend's Lutzow. Marty's expert maneuvering kept him out of trouble for most of the time, but Bob's Lutzow scored several hits, making Lutzow victorious.

Third battle was Andrea Doria, Ram-urati, against Lutzow and USS Quincy. I really earned my nickname when I rammed USS Quincy and almost laid her over on her side, what a poor move! Yet ram damage was remarkably light and I took my penalty and was thankful that I had not ram-sunk her.

Doria then mixed it up with Lutzow with Lutzow taking the deep six. Now, with German moral shattered, her captain was unable to raise her in the first few minutes after her sink. Well, I gave Bob a hand in the "very" cold water. After about 15 to 20 minutes of wading in 4' water, Lutzow's freon tank let go a blast of gas and she was found and raised. Lutzow was in the yards for repair and would be ready for action the next day after a long night in the shop.

Saturday, May 19: First battle was with Andrea Doria and Bill Hahn's Pensacola Cruiser. After the first sortie, Doria had opened a few large holes in the Pensacola's hull, very near the waterline. Bat-

tle damage made her marginal in her sea keeping, and Bill withdrew from the second sortie.

Second battle was with Rob Russel's Pensacola and Joe Vilar's Adm. Sheir. Both ships took hits and used the rock island for cover. Rob could not enter the second sortie because of engine room problems. (No speed control). This battle was not recorded on combat damage report forms or the forms were not handed in to the contest director. This was a common problem, along with forms that were not filled out properly, but what do you expect from a bunch of rookies?

The last battle of Saturday was fleet action, three Axis ships sailing against four Allied cruisers. The first sortie left the Allied down by one cruiser. During this first sortie, Bill Hahn let go a blast in the side of the Doria and caused her commander to run in a panic as Doria's pump came on. Andrea Doria was now on 5 minutes with still 150 rounds still left in her forward gun and a few rounds left in her stern gun. Her captain was very embarrassed to find this and this just proves that any rookie can get cold feet and knocking knees.

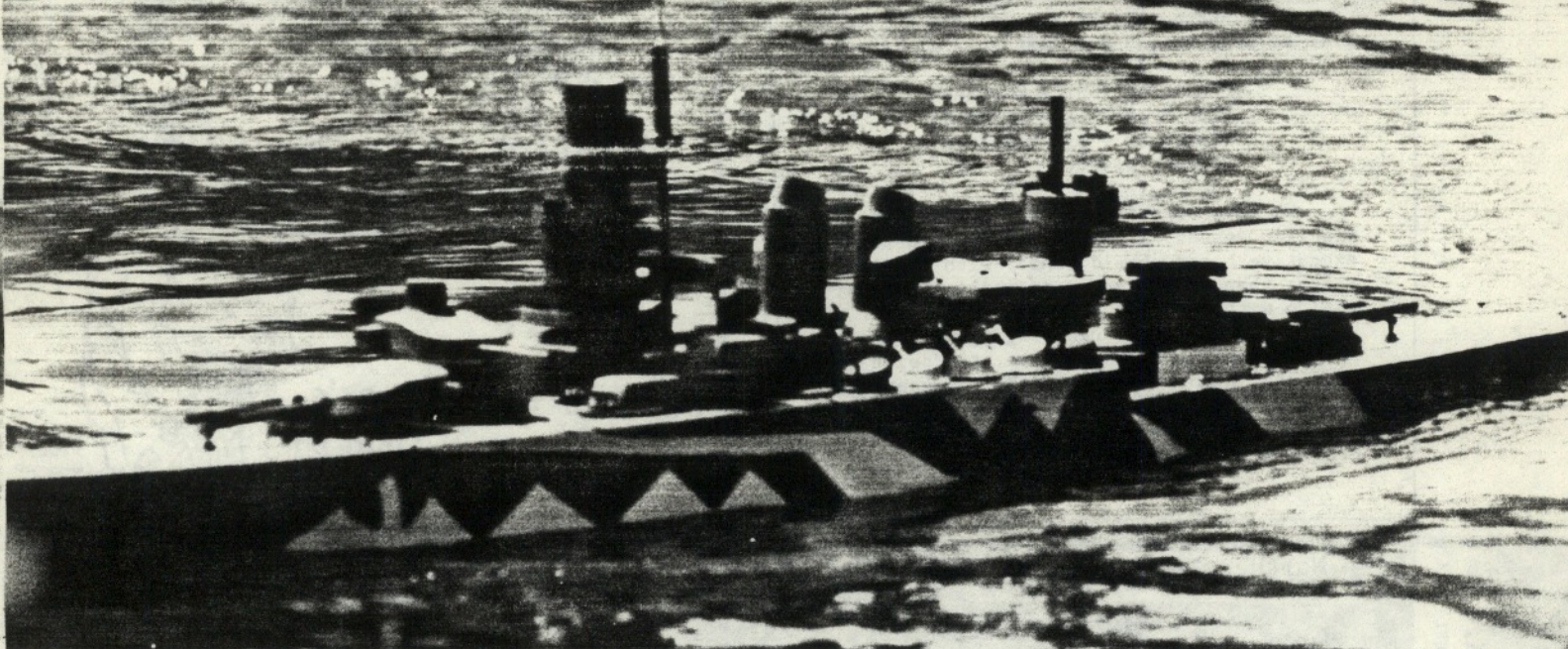
The second sortie was the best. We had a great time chewing up Allied balsa and sending the rest to the bottom. Two Allied cruisers went down during this sortie, Hahn's and Russel's Pensacolas.

And then there was one. Yes only one Allied ship was left to face two Axis heavy cruisers and one Italian BB. This last remnant of the Allied fleet was captained by Mike Deskins who had had about every conceivable problem with his ship at the beginning, but through persistence and strong will she saw action and survived the two previous sorties. But after ruthless attacks by the 3 Axis ships in the third

Andrea Doria & Scheer (commonly called a "Pocket-Battleship", they are Heavy Cruisers and get 3 Units).



05/05/84 Andrea Dora (by Carl Camurati) 22  
sec/100'; 360° turn 10 sec (6' dia). The Andrea  
carries 2 "geek guns", one bow and one stern.  
This new gun has a successful 200 Bee Bee mag-  
azines, winner of the Summer Northeast Regionals.



sortie, she was sank in the shallows.

Mike Deskins fought Bob Amend on the last day of the regional, Sunday. After two rams by Bob Amend, and some good shots by Mike, the battle ended with the Allied winning this one and only battle.

The wives did a great job keeping the cooler full of cold drinks and making what seemed like a hundred trips to the store.

We are thinking of having another regional in the summer. Bill Hahn plans to host the next regional. Place and date has not been firmly set, but it looks

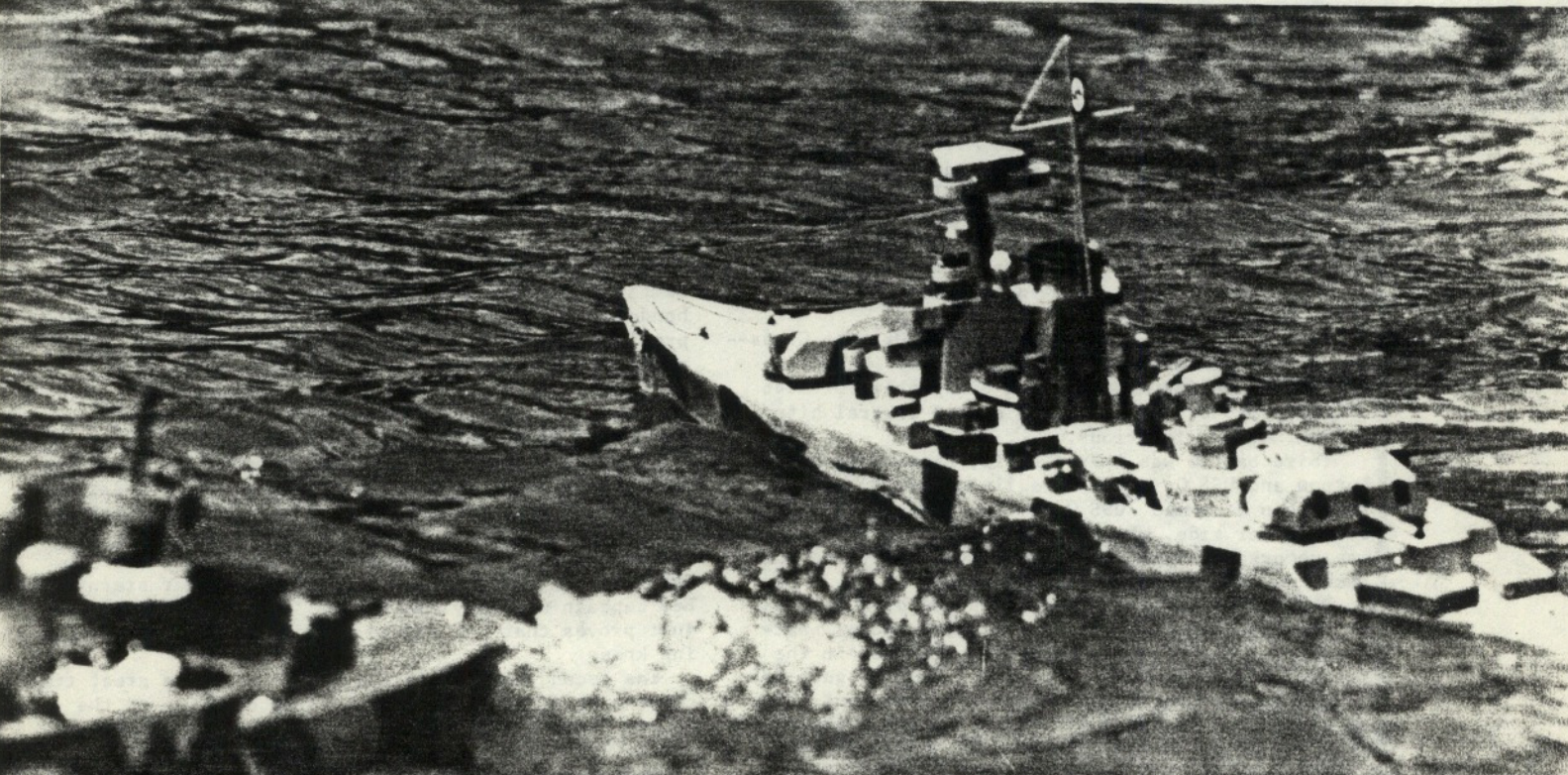
like Wayne, New Jersey on the weekend after National. All those interested should contact Bill.

Bill Hahn  
28 Dwyer Rd.  
Wayne, New Jersey, 07470  
(201) 694-8904

These totals are only approximate and will probably be revised when we get all of the damage report forms.

Allied-731 Axis-6596

*Carl*



The Scheer (Joe Vilar) pounds the Dora with 15 hull hits but finally sinks under the powerful "geek guns".....(Joe has two "geek guns" also.)



Bob Amends Lutzow (Listzow)



## IN FAVOR OF SPEED LIMITS BY CATEGORY (CLASS)

submitted by Dick Hargrave

First of all, much thanks to Tom Jass (pronounced YOSS) for his excellent article (HB, February, '84) that gave us all an organized look at the speed limit rule problem and his proposal for a Scale Speed Rule.

In his discussion, Tom brought out many important reasons for limiting the speed(s) of R/C warship combat models. Any of you who haven't read his article really should as Tom is a very clear-headed thinker and a good author as well....I hate you, Tom.

Before getting into this alternate proposal, let me add one more item to Tom's list of "PRO'S" for limiting speed:

- 4) Slower speeds will give all Captains (young & old) MORE TIME to react; decide what to do or manouver out of a possible ram situation (or even worse: an Axis ship about to catch a blast from James Foster, or a 60 minute tape of Fleugel singing).

I personally favor speed limits by CATEGORY as opposed to Scale Speed or Propulsion Plant Limitations. Since our defensive/offensive units are decided by class (two or more classes making a category), it makes sense to me to continue with a similar policy in Speed-Rule making.

Let's take a look at the situation: each class of warship in our rules is allotted a certain number of guns/pumps. Fine. However, only two classes - Battlecruisers and Battleships - are allowed to mount side-firing miniguns. I feel that ships with side-firing armament are in a distinctly different class than those with a narrow cone of fire limited (for safety reasons) to fore and aft. Obviously, many others feel the same way since it was voted to drastically reduce that side-firing capacity after last years Nationals. I for one, was bothered by that decision because I felt the BB should be more heavily armed and, admittedly, I had grandiose plans for a 12-gun Yamashiro with traversing turrets.....

Since our warships are MODELS, and not the real thing, many compromises will have to be made so that we can have a competition (battle) where each class of warship a modeler wishes to build has something good (competitive) about it. That is, we all have our favorite warship and that proto-

type may now be grossly uncompetitive because of the rules as they now stand. So, instead of castrating the BB, let's GIVE a little something TO the non-sidefiring models, instead of TAKING AWAY so much from the big ones. One of the things we can do is regulate speed by class:

CATEGORY I - DD's, Gunboats and Submarines NO LIMIT

This class, due to its size, will be self-limiting due to required 30 minute+ running time for fleet action, etc.

CATEGORY II - Heavy and Light Cruisers 20 SECONDS/100 FT.

There will always be some exception, but most CL's will have room for more batteries than big DD's and CA's get 3 units, so this class needs to be a bit slower than the pumpless ships in Cat.I.

CATEGORY III - Battlecruisers & Battleships 25 SEC/100 FT.

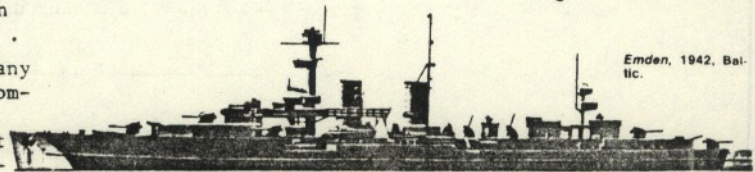
This class would also include any other ship with sidefiring guns. By making BB's and BC's travel slower, we can provide them with a handicap that still leaves the "battle" in BATTLEship (more guns, pumps, etc.) and simultaneously gives the smaller warship models a "chance" to survive, and maybe even win once in a while.

The primary advantages to this proposed system would be:

- A) Only two speeds to regulate- no documentation necessary; no argument over prototype performance according to vastly different or condrictory sources.
- B) Added defensive/offensive "equalizer" for those smaller models not allowed to have side-firing guns or with severely limited magazines; i.e., they would have a good (but not too good) speed advantage for breaking off combat or slipping in and out quickly.
- C) All the the above may make it more encouraging for newcomers to try their hand at R/C combat and help them to feel like sticking with it because they won't be forced into building a model of a warship they don't really like (or can't afford) just to be competitive

Well, that about sums it up. This is how one person sees things. Maybe you agree, maybe you don't. But whatever you do, send your typed ideas/rebuttals or responses to this fine newsletter. HULLBUSTERS is our only forum with which to communicate to everybody at once. Do it. You'll love it.

*Dick*



Emden, 1942, Bal-lic.



# R/C WARSHIP COMBAT

## N.A.M.B.A. Legal Construction Plan Sets

Each plan set consists of two sheets of blueprints.  
One sheet shows a plan (top) view, portside view, bow view,  
and on some a stern view.  
The second sheet shows a full scale (1" equals 12') rib  
(frames) and keel construction template set.



**\$1.00**

All plans are 1/144 th. scale (1"=12'). Rolled plans are available and dealer inquiries are welcomed.

Reduced examples of what you receive from AMARILLO SCALE WARSHIP.



Amarillo Scale Warship  
Drafting and Products Co.

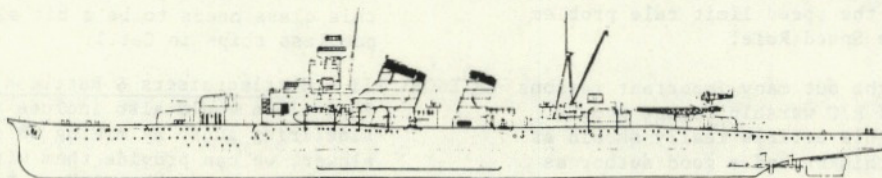
**Amarillo Scale Warship**

3202 S. Vernon • Amarillo, Texas 79103  
Telephone 1-806-373-2566

1

PORTSIDE, TOP & BOW VIEWS  
ADVANCED PLAN - HEAVY CRUISER

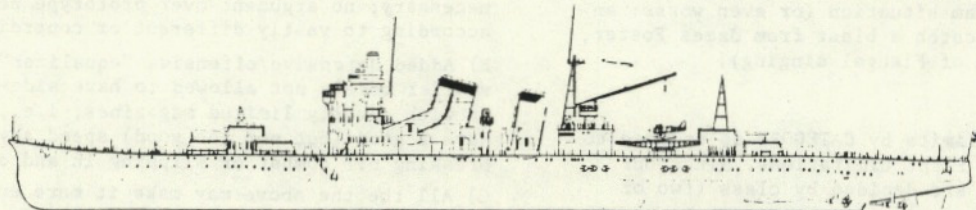
**JLPJAN81003**  
**I.J.N. Aoba class**  
**\$9.00**



model length 50.63"

PORTSIDE, TOP, BOW & STERN VIEWS  
INTERMEDIATE PLAN - HEAVY CRUISER

**JLPAUG82007**  
**I.J.N. Nachi class**  
**\$9.00**



model length 55.71"

PORTSIDE, TOP & BOW VIEWS  
INTERMEDIATE PLAN - HEAVY CRUISER

**JLPOCT80002**  
**H.M.S. EXETER**  
**\$9.00**



model length 47.92"

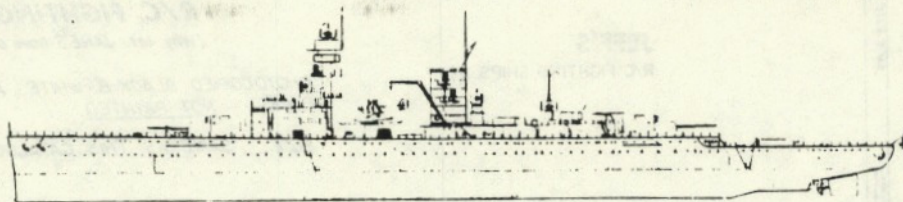
8



PORTSIDE, TOP, BOW & STERN VIEWS  
 BEGINNER PLAN - HEAVY CRUISER

JLPMAY83008  
 D.K.M. Lützw  
 \$9.00

194

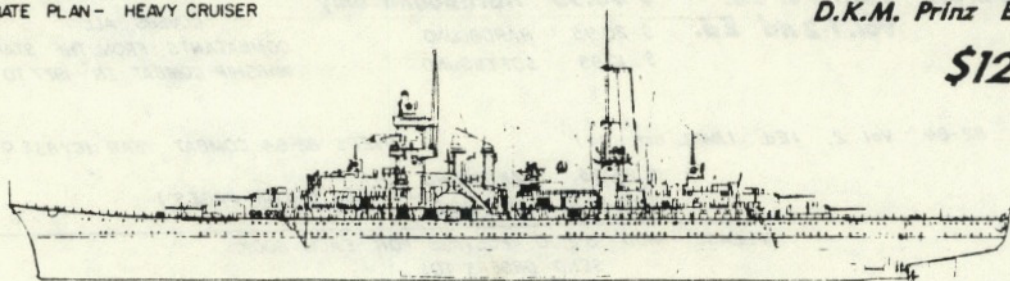


model length 50.85"

PORTSIDE, TOP & BOW VIEWS  
 INTERMEDIATE PLAN - HEAVY CRUISER

JLPMAR82006  
 D.K.M. Prinz Eugen class

\$12.50



model length 57.53"

9

PLEASE ALLOW  
 2 TO 4 MONTHS  
 FOR DELIVERY

**MODEL WARSHIP PRODUCTS CO.**  
 The Gun (MK IX GCH) R/C Operated Miniature BB Gun  
**\$39.95** plus \$2.00 parcel post (\$3.00 First Class)

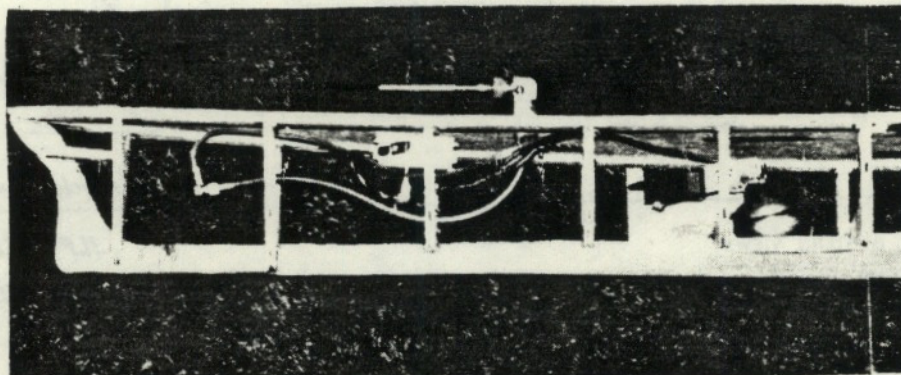
PLEASE ALLOW  
 2 TO 4 MONTHS  
 FOR DELIVERY

fires 90 BB's per magazine before reloading

For use only with R/C Combat Warships.

Any other use of this gun will be considered as abuse by MWP Co.

SELLING  
 R/C  
 MINI-GUNS  
 SINCE  
 1979



VIDEO TAPE  
 OF  
 R/C WARSHIP  
 COMBAT  
 VHS or Beta  
 \$24.95 + 2.50  
 postage

Mk IX GCH in R/C Warship hull framework

For "Rules of R/C Warship Combat" and Information Pack send \$2.00

**MODEL WARSHIP PRODUCTS CO.**  
 7700 Lamont - Amarillo, Texas 79110  
 ARMS MERCHANT TO THE R/C WARSHIP COMBAT WORLD  
 1-806-353-6007

10

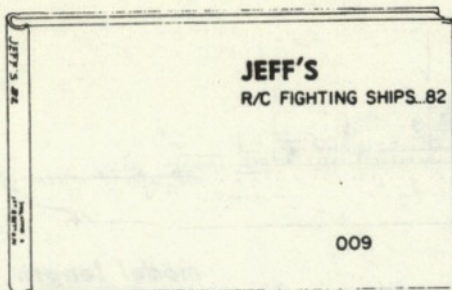
## HULL BUSTERS

### RATES

Feb. \$6.00  
 Apr. \$5.00  
 Jun. \$4.00  
 Aug. \$3.00  
 Oct. \$2.00  
 Dec. \$1.00

Do not subscribe for past 1984 issues, or overpay for issues in 1985. Enclose the amount for the remaining even-numbered months of the year. If you live outside of the U.S.A. triple all costs. (Send U.S. funds only.) Advertising is \$2.00 per column inch. All subscriptions expire 12/31/84.





# JEFF'S R/C FIGHTING SHIP'S

(Why let JANE'S have all the fun.)

PHOTOCOPIED BLACK & WHITE AND COLOR (VI-IE only)  
PAGES... NOT PRINTED.

SIZE... SAME AS THIS CATALOG..... 8 1/2" x 4 5/8"

**JEFF'S... 82** Vol. 1-1st Ed. \$ 30.95 **Hardbound only**  
Vol. 1-2nd Ed. \$ 20.95 **HARDBOUND**  
\$ 10.95 **SOFTBOUND**

COVERS ALL  
COMBATANTS FROM THE START OF R/C  
WARSHIP COMBAT IN 1977 TO 12-31-82

JEFF'S... 82-84 Vol. 2, 1Ed. (AVAIL. OCT. 84)

COVERS 82-84 COMBAT YEAR (CY83 & CY84)

\$ 25.95 **HARDBOUND**  
\$ 15.95 **SOFTBOUND** (A FEW COLOR PAGES.)

PLEASE ADD \$2.00 POSTAGE FOR EACH BOOK.  
SEND ORDERS TO:

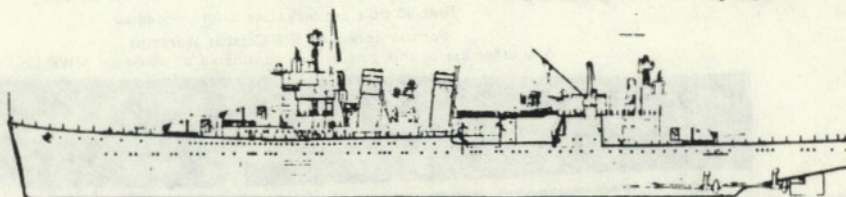
JEFF'S  
3202 S. VERNON  
AMARILLO TEXAS, 79103  
ph. 1-806-373-2566

12

PORTSIDE, TOP, & BOW VIEWS  
INTERMEDIATE PLAN - HEAVY CRUISER

**JLPSEP80001**

**U.S.S. New Orleans class**  
**\$9.00**

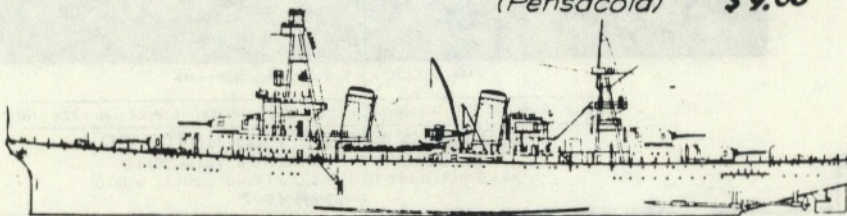


model length 49.00"

PORTSIDE, TOP, BOW, & STERN VIEWS  
BEGINNER PLAN - HEAVY CRUISER

**JLPOCT81005**

**U.S.S. Salt Lake City class**  
(Pensacola) **\$9.00**



model length 48.78"

6

**Scores Thru May 7, 1984**

By Jeff & Kay Poindexter

1. James Foster.....5219	10. Martin Schneider.....1500	21. Buddy Waldrep.....196
2. Steve Milholland.....4075	11. Bob Amend.....951	22. Jim Lisher.....173
3. Stan Watkins.....3784	12. Cris Lawson.....642	23. Loy Rasmussen.....142
4. Terry Darby.....3028	13. Larry Manofski.....606	24. Bill Hahn.....125
5. John Jass.....2166	14. Jeff Poindexter.....587	25. Mary Hamilton.....116
6. Tom Darby.....1917	15. Billy Gainer.....501	26. Dan Dees.....58
7. D. W. Fluegel.....1913	16. Dave Garrett.....460	27. David Haynes.....40
8. Dan Hamilton.....1675	17. Joe Silini.....458	28. LaDonna Poindexter.....5
9. James West.....1551	18. Joe Vilar.....397	29. Bob Russell.....-10
	19. Gerald Roberts.....373	
	20. Tom Jass.....265	



# Amarillo Scale Warship

PROUD SPONSOR  
of the  
1984  
NATIONAL R/C WARSHIP COMBAT

# OLYMPICS



The fight begins for Freedom

Current Catalog.....\$ 1.00

Encyc. of the World's Warships...\$15.00  
(postage & handling incl.)

The Complete Encyc. of Battleships  
& Battlecruisers.....&18.00  
(postage & handling incl.)

Send Orders To:  
Amarillo Scale Warship  
3202 S. Vernon  
Amarillo, Tx 79103  
NO C.O.D.'s

channel	Frequencies	
?	26.995	Allies
?	27.095	Allies
?	27.145	Allies
?	72.100	Allies
?	72.960	Allies
?	27.095	Axies
?	72.080	Axies
?	72.160	Axies
?	72.240	Axies
?	72.320	Axies
?	75.640	Axies
* 12	72.030	Allies
* 38	72.550	Allies
* 40	72.590	Allies
* 42	72.630	Allies
* 44	72.670	Allies
* 46	72.710	Allies
* 48	72.750	Axies
* 50	72.790	Axies
* 52	72.830	Axies
* 54	72.870	Axies
* 56	72.910	Axies
62	75.430	Allies
64	75.470	Allies
66	75.510	Allies
68	75.550	Allies
70	75.590	Allies
74	75.670	Allies
76	75.710	Axies
78	75.750	Axies
80	75.790	Axies
82	75.830	Axies
84	75.870	Axies

\* These channels are "Aircraft only".  
The R/C warship combat club does not promote the use of these channels. Hull Busters included them in the list in order that all frequencies available will be organized should they be used.

## 27. Speed by Class

A. All Battleships shall have a maximum speed of 25 seconds to travel 100 feet which equals approximately 28 knots using the William Froude formula featured in the October 82 edition of Hullbusters.

B. All Battlecruisers, and Cruisers shall have a maximum speed of 22 seconds to travel 100 feet which equals approximately 32 knots using the Froude formula.

C. All Destroyers shall have a maximum speed of 20 seconds to travel 100 feet which equals approximately 35.5 knots using the Froude formula.

D. All Submarines shall have a maximum speed of 35 seconds to travel 100 feet which equals approximately 20 knots using the Froude formula.

E. Convey Supply ships shall have a maximum speed of 40 seconds to travel 100 feet which equals approximately 15 knots using the Froude formula.

F. Speed trials will be run by challenge only. A 20 point penalty shall be assessed if the challenged ship fails the trial. The challenger will be assessed a 20 point penalty if the challenged ship passes the trial.

G. The speed trial will be run over a 100 foot course giving the ship a 20 foot running start entering the course. The challenged ship will be operated by another person other than the owner or the challenger.

Don Hamilton, Terry Derby, and Buddy Welared

## 28. Scale point sink

A. Destroyers shall count 400 points if sunk.

B. Cruisers shall count 600 points if sunk.

C. Battleships and Battlecruisers shall count 800 points if sunk.

Don Hamilton, Tom Jass, and Dick Hargrave

## 29. Hull Hardness

A. Hull Hardness shall be 15 inches of drop using a one eighth inch brass rod of 12 inch length.

B. The test will be performed by challenge only with at least two penetrations out of three drops.

C. The challenged person will send or repair his ship to conform to standards if he fails the test.

D. The challenger will be penalized 50 points if the challenged ship passes the test.

Don Hamilton, Tom Jass, Dick Hargrave

## 30. Pump motor diameter and length

A pump motor may be no longer than 1 1/2 inches discounting the motor shaft and no wider than 1 1/4 inches. Don Hamilton, Mary Hamilton, Tom Jass

## 31. Contest director

The contest director duties will be to enforce existing rules at contests. Contest Directors may not make rules that would in any way affect influence on combat or ship construction. Don Hamilton, Tom Jass, Dick Hargrave

## 32. Vote by mail

A. Rules will no longer be voted on at nationals but by mail.

B. Only club members who have battled in the last 2 years may vote. Club members who have attended the most recent nationals will have their vote counted twice.

C. Rule proposals will be published in Hullbusters issues February thru August.

D. The October issue will contain a ballot of all rule suggestions. Voting members will complete a return their ballots to the club secretary, the ballots must be returned to the club secretary by November first.

E. The results of the ballot will appear in the December issue of Hullbusters. The new rules will take effect in January of the new year.

Don Hamilton, Tom Jass, Dick Hargrave



197  
**OBSERVATIONS OF THE FOUNDING FATHER**

The 1984 Amarillo Regionals has come and gone. Our lake was down below its normal battling depth. It was only about six inches deep. The term "ground effects" was heard from the battleship jockeys. It seems that the proximity of the bottom to the props thrust was causing strange handling characteristics and cruising attitudes. It was however easier to find sunken ships.

In the battling the Alabama outscored the awesome Tirpitz only to be sunk by James fosters new Chicago. James was really on a roll as he dispatched the Pensacola class cruiser of Jim Lisher's and James West's Hipper. Dave Garret's Guisseppi Geribaldi outscored my Salt Lake City in one sortie and recieved a 250 point bonus when I refused to take my ship out against his for a second sortie for fear of getting sunk. You did a fine job Dave.

James West's new I-400 Japanese submarine (3500 tons) came out to fight the dreaded Tweedy (1250 tons). The clash was anti-climatic as both "mini-battlers" had speed control problems. Tweedy fired on the sub but achieved no hits. They have continued their grudge match since but neither has holed the other as of May 24, 1984. In the most recent clash the Tweedy fired on the I-400 and hit Martin Schneider's new DKM Scheer, blowing three holes in her hull including one well below the waterline. Look out all you "big ships".

In other reagonals battling La Donna Poindexter scored her first hits ever as she captained Jeff's Houston against "Dirty Dave Haynes" Myoko new heavy Cruiser. Dave got his nickname by not only battling and beating a little girl but also cheating. He shot holes in her ship after he had called the 5 minute rule! Dirty Dave was heard to say, "I only did what any good Jap captain would have done."

This all happened on Saturday April 28. On Sunday the battlers were greeted with real Amarillo weather, it rained, hailed, snowed, and blew up a gale. Our hero "fair weather

**START YOUR OWN R/C COMBAT CLUB**

Dear Prospective R/C warship Combatant,  
We of the R/C Combat Club would like to invite you to create your own local subsidiary club affiliated with our national organization. You may start your club by having at least two members.

To charter a new club send the list of names of your members plus \$5.00 for a charter fee along with the name of your club as you want it to appear on your charter certificate.

To become a member of the national club each of your club members will have to send an annual \$10.00 dues fee which entitles each member to a subscription of THE NEWSLETTER OF R/C WARSHIP COMBAT "Hull Busters" and a membership card. All memberships expire on December 31 of each year so join in January to get your maximum benefits and all six annual bimonthly "Hull Busters" issues.

If you do not wish to form your own local club you may simply send your \$10.00 membership fee. You will then be a member of the national R/C warship combat club and will not be a member of any local club. Your voting privileges will be the same.

Most modelers choose to procure liability insurance. The R/C Warship Combat Club is affiliated with the North American Model Boaters

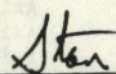
battlers" myself included cowered under natures fury and fell back to my house for video tape battling and bragging. I put on my civilian (non Navy) captains hat as a symbol of my non-professional performance; after all how many times has the US NAVY been beaten by the Italian Navy?  
Jeff's Houston won the most repulsive combat warship award (GARBAGE SCOW). He proudly "displays" it in his home under a paper bag.

Billy Gainer was our hardluck champ, driving all the way from Dallas to have his vehicle's front wheel bearing sieze on entering Amarillo. He worked hard all day Saturday while the rest of us were battling and got it fixed Saturday evening so he could battle Sunday. Then the weather knocked him out of any battling. Better luck next year Billy!

Now about the safety valve and mandatory use. The tubing has been popping at too low of temperatures. It is very unreliable at even 80 degrees. The mandatory use will therefore have to wait until a better one is developed. In the mean time save yourself some work now and later by simply soldering up your barb fitting that is a part of your safety valve and usig it as a plug for your safety valve port. You will need that port when a valve is available sodon't change your plumbing to delete the port.  
Perhaps the new "Jeff/Stan" mini-oring-ball-spring safety valve will be the answer or perhaps you will come up with the answer.

NAMBA's official statement is that any explosion of a tank that is not an ASME certified tank will not be covered by NAMBA insurance. Our Tanks are NOT ASME certified tanks. That's the bad news, the good news is that provided the participants and spectators wear safety eye protection and the meet is conducted in a safe manner, our eye protection insurance is back in effect.

Let's Battle(SAFELY),



Association (NAMBA). An insurance policy for \$1,000,000.00 is available for \$18.50 per year. This policy also expires on December 31 of each year.

To participate in sanctioned (major) battles, combatants must have the insurance coverage and must build ships to the official rules of R/C Warship Combat and battle within the guidelines of these rules.

Each year changes to these rules are voted on. As a member of the R/C Warship Combat Club organization you may submit and/or vote on these changes if you have participated in at least one sanctioned battle in the last two years.

Rule suggestions appear in the Hull Busters newsletter to inform all members of the legislation that is pending. Members who will not attend the national championships are required to send their votes to the Contest Director of the Nationals at least two weeks before the Nationals begin. Members who attend the Nationals will have their votes counted twice.

That's the way the organization works, if you would like to join send the appropriate fees along with a self addressed envelope to the club Treasurer; Terry Darby, Chilhowee Station, Tallassee, TN 37878.

Thanks for your interest, welcome aboard, and let's battle!



1984 BALLET

- 1.) Battleships and Battlecruisers with a beam equal to or greater than 7 inches may have rotating turrets. Fluegel.
- 2.) Heavy Cruisers may have rotating turrets that rotate no more than 30° off the "keel line" or a total of 60° rotation. Fluegel.
- 3.) All rules (in the future) take effect the following January 1st. Fluegel.
- 4.) The factors for determining fleet points shall be set equal to the number of "offensive/defensive units" that each ship has on board. I.e. Gunboats = 0.1; Destroyers and subs = 0.2 Light cruisers under 9000 tons = 2; Heavy cruisers and Light cruisers over 9000 tons = 3; Battle cruisers and Battleships = 5. Fluegel.
- 5.) Points awarded for sinks will be equal to 100 points per offensive/defensive units. Fluegel.

The covering of the hull shall use a grade of balsa no harder than a medium grade. It can be covered by a single layer of "00" grade silkspan, but not the heavier grades of silkspan. It may be painted with no more than three total coats of Pactra aircraft dope (the three coats include any wood sealing coats used to attach the silkspan or smooth the surface.). Violations of this rule will be determined by a majority of experienced combatants at a major event and must be corrected before the ship may reenter combat. The captain may request a live firing test from a gun of his choice which if it penetrates the majority of the time in several locations on his ship's hull will allow him to further participate and prove his hull is legal.

7.) All ships must use the stock (unmodified) 4.8 Dumas motors for propulsion at a voltage of no more than 6 v. No other motors will be allowed.

James Foster

8.) Battleships and Battlecruisers may cover all quadrants with gun fire.

James Foster & D.W. Fluegel

9.) Ships with ram bows must either have the ram removable for combat or use a rubber (sponge or latex mold) ram.

James Foster

- 10) Rule change secessions will only take place once every (2 years), (3 years), (etc.) Jeff Poindexter
- 11) Only 4 rules per 'Rule Change Secession' can be changed, omitted, or added. Jeff P. & Stan Watkins
- 12) To get rule suggestions on docket, just to be voted on, at least eight (8) of the active (participated in most recent Championships) R/C Warship Combat Club members must sign a petition and send it to the Club Secretary. (But if '4 Rules per Rule Change Secession' is in affect, only 4 rules can be changed, omitted or added.)  
Jeff & Kay Poindexter
- 13.) All surface vessel types not listed in rules shall be legal and thier offensive/defensive unit limits set at the annual rule change meeting.
- 14.) Pumps shall have only one water inlet, one 1/8"th. outlet and may not pump more than 1/2 gallon per minute.
- 15.) Speed of a combat warship shall not exceed 100 ft. in 25 seconds.
- 16.) All ships shall have a hull hardness of no more than (8"), (10"), (12") per the 'BRASS ROD THRU BRASS TUBE' test.
- 17.) Only ships that were active during WWI thru WWII shall be legal.

- 18) The goo that collects on the bottom of R/C Warship Combat ships, from this day forward, shall be called 'Gluegels'.
- 19) All ships from lt. cruisers to battleships shall have thier offensive/defensive limits raised by one. BC BB shall still be limited to two side mounted guns only.

Jeff, Kay, & LaDonna Poindexter

I propose that the executive committee nominate 3 or 4 people to draw up a proposed list of ships and their authorized speeds. This list could be published and then the discussion (fighting) can begin.

TIME TO TRAVEL 100 FEET  
SCALE FACTOR: 1/144

TIME (SECONDS)	SPEED (KNOTS)
10	71.1
11	64.6
12	59.2
13	54.7
14	50.8
15	47.4
16	44.4
17	41.8
18	39.5
19	37.4
20	35.5
21	33.9
22	32.3
23	30.9
24	29.6
25	28.4
26	27.3
27	26.3
28	25.4
29	24.5
30	23.7
31	22.9
32	22.2
33	21.5
34	20.9
35	20.3

SUGGESTED SHIP'S SPEED (KNOTS)

COUNTRY	CLASS OF BATTLESHIP	SPEED	CLASS OF CRUISER	SPEED
ENGLAND	RODNEY	24	C CLASS	30
	KING GEORGE	29	D CLASS	30
	QUEEN ELIZ	29	TOWN	32
	HOOD	32	COUNTY	31
			DIDO	32
			FIJJ	32
			EXETER	32
USA	TEXAS	21	INDIANAPOLIS	32
	N CAROLINA	28	BALTIMORE	33
	S DAKOTA	27	BROOKLYN	32
	IOWA	33	CLEVELAND	33
	TENNESSEE	21	PENSACOLA	30
GERMANY	BISMARCK	30	EMDEN	
	GRAF SPEE	28	PRINZ EUGEN	33
	SCHARNHORST	32		
FRANCE	DUNKERQUE	29	SUFFERN	31
	RICHELIEU	31	LA FANTASQUE	37
ITALY	CAIO DUILIO	27	CONDOTTIERI	37
	V. VENETO	31	ZARA	32
JAPAN	YAMATO	27	MOGAMI	34
	KONGO	30	NACHI	33
	NAGATO	25		



continued from previous page

In the December '83 HB (or was it Milhullond's Special Issue?) our Founding Father stated that a MK IX Minigun is worth 5 (yes, five) single-shot guns. Stan, I'd like to take you up on that:

RULE: That semi-automatic Single-shot guns (only one BB fires per manual command by operator) with a rate of fire limited by operator dexterity, regardless of magazine size, mount location or class of ship on which it is used, be counted as a 1/2 Unit.

Put that in your Allied Minigun and spurt it!

Dick Hargrave

20. All guns mounted on all combat warships shall be single shot

A. A single shot gun shall be defined as a gun that fires one BB per movement of the radio transmitter activation lever.

B. Magazine capacity shall be 50 BB' per gun on Battleships, Battlecruisers, Heavy-cruisers, Light cruisers; 20 BB's on Destroyers, and 10 BB's on Gunboats.

C. Single shot guns shall count as one unit on Heavy cruisers, Light cruisers, Destroyers, and Gunboats with the former number of units per ship unchanged.

D. Single shot guns shall count as a half unit on Battleships and Battlecruisers. A pump shall count as a full unit.

E. A Battlecruiser shall have 3 units example one pump and 4 single shot guns.

F. A Battleship built before 1922 and below 35,000 tons standard displacement shall have 4 units example 2 pumps and 4 single shot guns.

G. A Battleship built after 1922 and 35,000 or above standard displacement shall have 5 units example 2 pumps and 6 single shot guns.

Don Hamilton, Mary Hamilton, and Buddy Waldrep

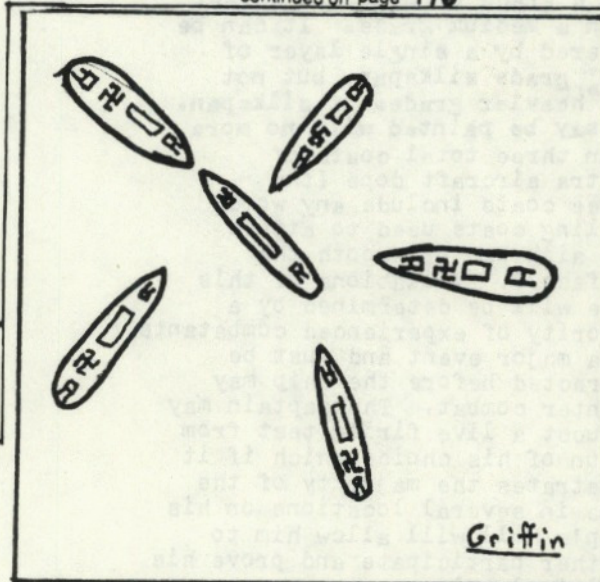
- 22.) Pumps shall not pump more than ONE QUART (1/4 gal.) per minute.
- 23.) No "combat ship" shall exceed a distance of 100 ft. in (membership shall pick number of sec.) seconds.
- 24.) All Freon Storage Tanks in a R/C Warship Combat Vessel shall be equipped with a Pressure Relief Safety Valve rated below the tank's max. pressure rating.
- 25.) All guns on R/C Warship Combat Vessels shall not have a muzzle/ velocity greater than (membership shall also pick limits) ft. per second.

Jeff Poindexter, Stan Watkins, & James West

27. Executive Board

The duties of the Executive Board will be to handle affairs voted on by the club membership and to enforce existing rules. The Executive Board shall not make rules that would influence the outcome of combat or affect ship construction.  
Don Hamilton, Dick Hargrave, Mary Hamilton.

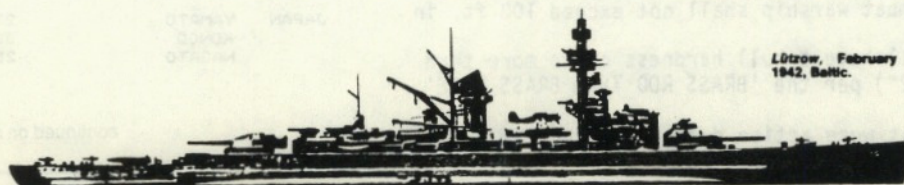
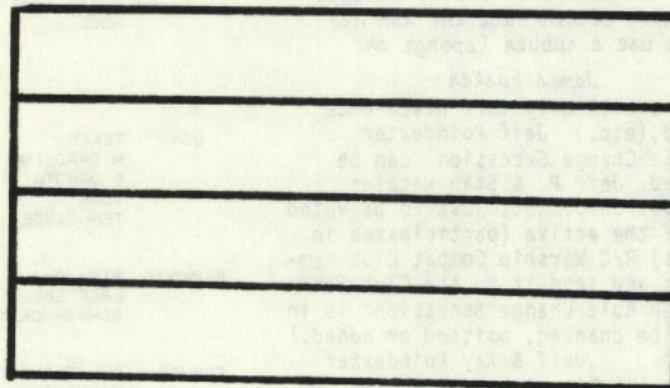
continued on page 196



"This is the U.S.S. Wichita, we seem to have a minor problem."

To subscribe, send money to:

**FLUEGEL**  
3524 Gray Dr.  
Mesquite, Texas 75150  
**U.S.A.**



Litzow, February 1942, Baltic.