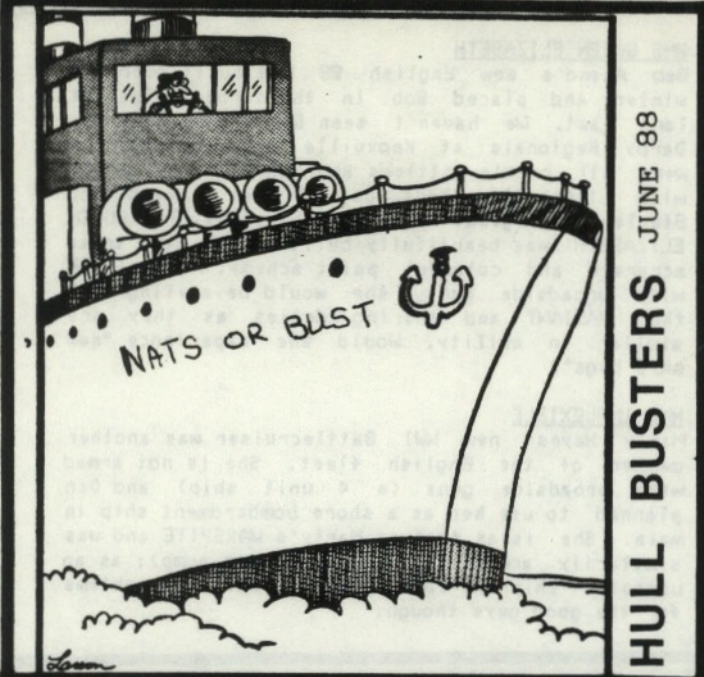


By Tom "Aircraft Carrier" Jass



HULL BUSTERS JUNE 88

News of the Northeast April - May 1988

Big News this time is the Northeastern invasion on the Southeast. We went to Dan Hamilton's spring regionals in full (or almost full) force. Seven captains trekked south on Interstate's 81, 77, 40, etc. for a normal trip length of about 14 hours from the N.E.'s home base. Dan and Mary, as always had set up everything in shipshape order (even though his normal lake was off on vacation for this regionals.) We ended up battling at some lake out in the boonies (second left after Tim Buck Too.) Fluegel tells me that the Texas regionals have mainly attracted the Axis but this one mainly had Allied ships except for our own local Axis's (Axes, ...oh, the heck with it one Axis and another), Rick and wife Beth.

On Saturday, we started with the promised campaign battle, which at the time was viewed with some suspicion. There were several reasons to view it that way as the sides were British (more experienced captains) and the World (Axis? made up of some experienced and some Rookies or near rookies). Also many were confused by the length of the rules and some of the finer points (Can't I just go out and kill??) Well, all of the fears were for nothing as the underdogs (World) won in a down to the wire finish with both side out of supplies or dumps and the final British supply ship coming in in the last seconds with the wrong supplies.

After the campaign battle we had a regular fleet battle with the British (except for the writer who was on the other side) winning. Campaign battle was accepted by most as a lot of fun but lack of cargo ships in seaworthy condition vetoed a vote to try it again on Sunday so on Sunday the Maryland Attack Group challenged everyone else and won the two Fleet Battles. A two on one ended the day with John Jass attacking Will Montgomery's South Dakota Will Montgomery attacking Jass's CA and Rick Schultz's CL sometimes attacking John Jass and sometimes Will Montgomery depending on how his radio felt about the situation.

I know that this is history in the making as Beth Schultz (first woman) fought in the Campaign battle. And a welcome return to see the gentler sex out there in Fleet Battle again too. Beth says she still likes the building to the repair.

Our own regionals is coming up on June 4th. and 5th. at the old lake in Bowie, Maryland. New rules at the York, Pa. lake has done us in up there at this time.

Status of ships in the Northeast is: Will' South Dakota (active at SE Reg.), Amend's Queen E. (active at SE Reg.), Rick's Von der Tann and Iti. CL (active at SE Reg.), John French's North Hamton (active at SE Reg.), Steve Andrews' Pensicola (active at SE Reg.), Marty Hayes's Warspite (active at SE Reg.) and Marty's Invisible (sitting on the pond bank at SE Reg.), Carl C., Danny Schultz and Mike Deskins says they will be ready for NE Regionals). Dan Hayes' aluminum Iowa has still not made it to the pond. Still in the dock yards are Beth's Iti CL and Nathan's Lutzw. Nothing heard from Joe in Richmond and Dwyer in Conn.

As far as I know, Carl and I will be the only ones from the Northeast at Nationals this year due to the distances involved. Hope for a more central location to Nats for next year.

WINTER PREPARATIONS

After the Fall Southeastern Regionals John decided that the HMS BELFAST needed some minor modifications to be a more competitive ship. During Christmas vacation he rebuilt the main watertight box because he wanted to reduce its width to allow a freer path for internal water to run around it. To accomplish this he removed the rudder servo from the main box and built a separate watertight box for the rudder servo in the after hull near the rudder. He also rearranged the Xcell configuration (the BELFAST has two strings of Xcells, one for the motors and one for the pump) to allow the water to run to the pump location. The pump was relocated from the forward part of the ship to the stern area in front of the motors. John also promised to reskin the ship (after all he was responsible for all the damage), but he returned to Valpo without having done this. I completed the reskinning during the winter and also reskinned the SWIFTSURE and patched her superstructure damage.

When Dan Hamilton announced that he would use the Campaign battling format during the Spring Regionals I decided to build a convoy ship to aid the Allied cause. Knowing my love of aircraft carriers Dan suggested that I kill two birds with one stone and build a convoy ship that the English (naturally) had converted into a jeep-like carrier by adding a flight deck and carrying 4 to 6 airplanes. He sent me some plans (in 1/144 scale even) and I built the first aircraft carrier in our club. I was happy -- there would be a CUE on the water at last! Stan and the purists would be happy -- the first CUE was unarmed and would be only a target. That seemed like a good compromise. Without pumps and guns and all the associated equipment (and with only one screw) the ship was simple to build and went together quickly. I even built one airplane (a Grumman F4F Wildcat which the English called the Marlet) for the CUE -- that took almost as long to build as the CUE itself. I decided to christen her EMPIRE MAC ANDREW. ("Little Mac"?)

I also spent some time during the winter getting the destroyer HMS JAVELIN ready to battle after I lobbied with the Board to allow DDs to be used as a second ship in Campaign battling. John had built the JAVELIN several years ago but we have never battled her. Now with the use of rechargeable batteries allowed for DDs she could be made into a viable ship. John had done a fantastic job of detailing her and she could be a real threat in Best of Scale if he could ever get her into battle. I decided to use two strings of 4.8V Nicads in parallel to give her sufficient battery capacity to last a reasonable time on the water. After her first sea trial with two 1" plastic Dumas screws I built 1" brass screws with lefthand and righthand pitch to eliminate the torque list that existed. We used a CO2 cylinder for the freon tank and didn't install watertight boxes to save weight.

CHICAGO TO DECATUR

I drove down to Valparaiso, Indiana on Thursday afternoon to pick up John and head for the warmer climate of Alabama. In Chicago the weather on Monday and Tuesday was cloudy and windy and the high temperature was 42 degrees -- so I was itching to get to some sunshine and warmth. We left Valpo at 7 PM on Thursday evening and pulled into Dan and Mary's front yard at 4:30 AM on Friday morning. The trip gets easier and easier as the "legal" speed limit has increased to 65 MPH. Traffic was sparse and the weather was good

so the trip was a breeze -- only twice did the radar detector light off. John and I had 10 hours to talk and plan strategy. We caught about 3 hours of sleep at Dan's and then all went to breakfast. After us Yankees had our grits and bacon 'n gravy, the first order of business was to look at several battling sites and choose the best one. Dan had lost (temporarily) the use of the usual battling site at the apartment complex because the buildings had changed management hands and he was unable to secure permission to battle at the usual site. When this happened Dan called all the battlers and offered to cancel the Regionals due to no suitable pond, but everyone told him to "fill the bath tub, because we want to end the long winter and shoot someone." Dan and Mary had scouted up three possible sites and after inspection we all agreed that the best site was a huge pond on private property (owned by a doctor, of course). The big drawback of the site was the depth of the pond in the middle -- 7' to 9'. We decided to buoy off the deeper portion of the pond and ask all battlers to attach a float to their ships to insure recovery if the ship sank in the deep water. We agreed that battlers could use all portions of the pond, but at their own risk.

A diagram of the site is shown. The pond is approximately 300' long by 150' wide and the deep area lies to the south of where we strung the buoys. We left passageways through the string of buoys at each end to allow ships to run into the deep water at their own risk. The Forward Bases for Campaign battling were set up as shown on the diagram; the shore bombardment targets were anchored within 10' of each forward base. These targets were built of 1" X 10" wood in the shape of a T. On each target 10 styrofoam cups were anchored to represent supply dumps and troops. If a cup is holed by a bb, the supplies and/or troops are destroyed by the bombardment. The Home Bases were established in the deep portion of the pond to allow the convoy ships operating room as they stayed on the water for their 5 minute minimum. There were two small islands in the northwest portion of the pond in front of the Forward Bases -- they would provide places to hide and dodge enemy ships. John walked the pond to locate a spot where he could recreate his "beer can" shoal area of the Fall Regionals. We found an empty 55 gallon drum on the shore and rolled it into the pond and placed it just to the south of the islands. Not exactly a "beer can" reef, but another obstruction in the water to add interest. The pit areas for each fleet were marked off on the east side of the pond. The pond is sheltered by earthen berms on all sides so the wind (if any) would not be a major factor. The battling site was at least 30 minutes drive from Dan's place -- if you didn't get lost on the trip out. There were rumors that we were actually battling in Tennessee, but wherever it was, it was the super boonies. No insurance problems here with unwanted spectators.

ORDER OF BATTLE

Dan had decided that the fleet sides for the Campaign should be England against the World as was the case in the past two SE Regionals. So, the fleets shaped up as follows:

ENGLISH FLEET

MMS VALIANT

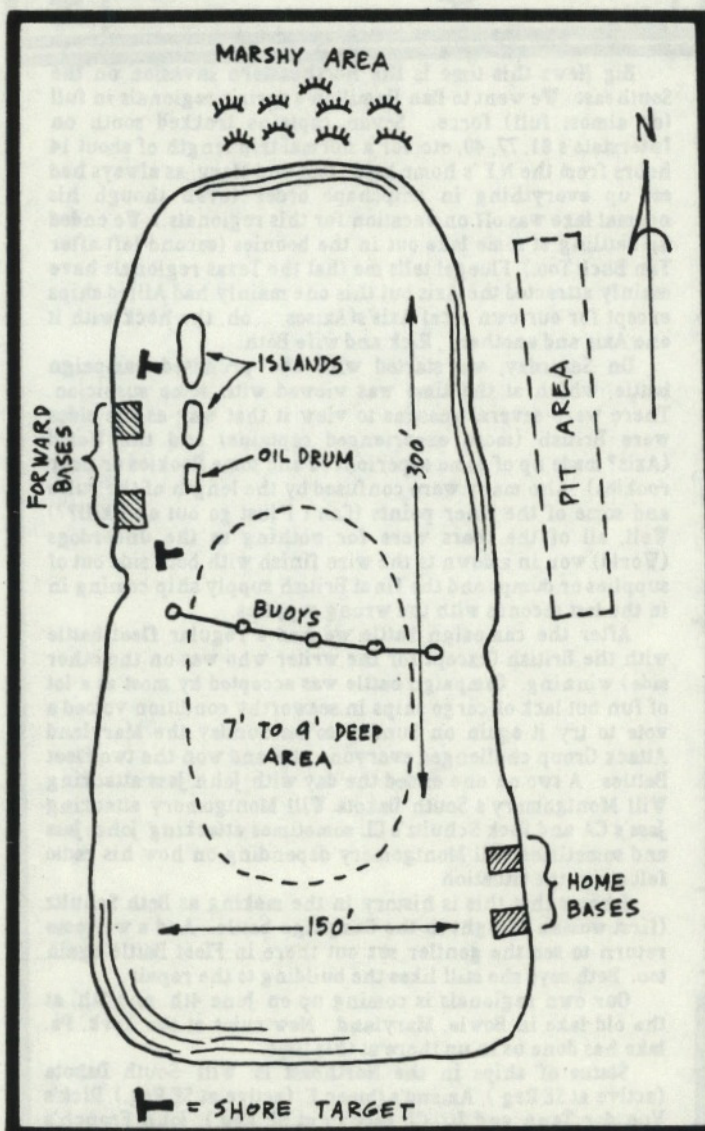
Dan's veteran BB was replanked and repainted and ready to uphold the high traditions of the British fleet. He planned to use her in Campaign as a convoy intercept and escort vessel. She has always been a strong battler and will mix it up at close range because of her short length and twin rudders.

MMS QUEEN ELIZABETH

Bob Amend's new English BB was built over the winter and placed Bob in the correct fleet at long last. We haven't seen Bob since the Terry Darby Regionals at Knoxville ages ago, when we were all rookie battlers and Bob had a German CH with literally thousands of deck screws and Stanley's original plastic magazines. The QUEEN ELIZABETH was beautifully built and painted in an accurate and colorful paint scheme. A 5 unit BB with broadside guns, she would be sailing with the VALIANT and sharing duties as they are similar in ability. Would she experience "new ship bugs"?

MMS INFLEXIBLE

Marty Hayes' new WWI Battlecruiser was another member of the English fleet. She is not armed with broadside guns (a 4 unit ship) and Dan planned to use her as a shore bombardment ship in main. She is as fast as Marty's WARSPITE and was similarly armed (but with one less pump); as an untested ship she could pose reliability problems for the good guys though.



MMS BELFAST

John Jass' heavy CH was now a veteran after Fall Regionals. Her separate motor and pump battery strings would give her great on the water endurance for the Campaign battling. Dan planned to team her with the VALIANT as they have formed an effective team in the past. She had shown great promise in the fall battling and was an important cog in the English gear.

TO OUR BABY BATTLERS

By the General Overall Director (g.o.d.)
Fluegel

A wonderful asset and joy to all of us old-salts is the continuous stream of rookies into the hobby. They have such joy, enthusiasm and make great targets!

The following data may be useful for your growth:

RULES, SHIP LIST, MEMBERSHIP: \$4.00. Send check to Dan Dees/11084 SW 81st/Tigard OR 97223. Telephone 503-620-1275

Make that check for \$10.00 and receive all the 1988 Hull Busters issues.

GUNS: \$50.00 (plus \$5.00 postage) and some time. Restrictor breach gun, complete kit.

"Model Warship Products"/7700 Lamount Ave./Amarillo, Texas 79110.

SHIP DRAWINGS: Approximately \$18.00 per ship. For information send him a \$1.50. Jeff

Pointexter/ 8106 Coronado/Amarillo, Texas 79110.

PUMP BODY: Does not include motor or activation system. \$15.00 Carl Camarati/69-52 181st/Fresh Meadows, NY 11365. Telephone 718-762-2512.

NEWS FLASH: CARL'S PUMPS ARE UNAVAILABLE UNTIL EARLY 1989.

INFORMATION: "The Manual of R/C Warship Combat" More than 70 pages of How to's and answers to questions you're bound to have. Marty hasn't taken a stand on the price. Send him \$15.00. I believe you and Marty will both be satisfied. Marty Hayes/ c/o J.Martin Publishing Co./1106

Skyway Cape St./Claire, Maryland 21401.

NEWSLETTER: Hull Busters. (To subscribe send "The FORM" on page 533.) Past Issues you may desire are \$1.00 each and listed below: (Order these Hull Busters by month and date not topic.)

1. Restrictor-Tube gun breach by Carl C. October 1984. Also schematic of Clippard gun parts.
2. Foster-Gun breach By Foster December 1984.
3. Single-shot metering device (gun) by Bob Amend. April 1985 (Grind drill bit flat before drilling the tee, also, the "8" will vary to 45°) \$1.50 for Hull Busters because it's extra thick. Also has radio frequencies for Axes and Allies.
4. Ships list, Japan, France, USA October 1985. This list has had minor changes.
5. Construction Rules and Ships list, Italy Germany, Britain. December 1985. The rules have had minor changes in almost every area. Minor changes may also have been made in ship lists.
6. Building a Gun System by Chris Pearce. also, R/C Warship Combat Type addresses.
7. Gun Parts. Prices and form for ordering Clippard gun components. June 1986.
8. Throttle by Fluegel, October 1986
9. Frequency usage at 1987 NATS. April 1987. This has of course changed.
10. Pump by Foster, June 1987. *Fluegel*



MMS SWIFTSURE

My veteran CH was recovered and patched and ready to aid the English cause. She had run well on 8 volts in the fall and was reliable during my spring testing. She is a good example of staying with a ship for several seasons and evolving it into a better and better vessel.

MMS JAVELIN

John Jass' DD would be used as his second ship in Campaign. With nicad batteries she would be able to stay on the water long enough to be a fun ship. Her small magazine load wouldn't effect the outcome of the battle, but at least she would be a veteran if John used her.

MMS EMPIRE MAC ANDREW

My convoy ship/CVE was ready and eager to enter Campaign and furnish supplies to the English fleet. She is a small ship (37" in length) and turned well due to her central rudder, but would any 40 second ship have a chance on the water with all the experienced captains?

MMS ADDRIAN

The second English convoy ship was built by Dan and was to be sailed by Adam Woods, Dan's young nephew. Adam had been gaining experience with the ship throughout the spring. This ship was a bigger target than the CVE and just as slow.

WORLD FLEET

USS SOUTH DAKOTA

Will Montgomery's BB was rearmed with 3 stern guns and 2 broadside guns (one 45 degrees to port and one 45 degrees to starboard). He was steaming with only one pump in an effort to gain an offensive edge. Would he be sorry? Will was the defending SE Regionals Champion from the 1987 Fall battling -- the SOUTH DAKOTA would be a fearful opponent.

DKM VON der TANN

Rick Schultz's WWI BC would bolster the World fleet. She is fast and a small target with her minimum freeboard, and Rick is always aggressive. Usually she is armed with fore and aft guns and is fought by Rick as a super cruiser.

USS SOUTH CAROLINA

Karl Shafer's new pre-WWI BB was a beauty. Karl really is a fast builder and this ship was a definite contender for Best of Scale honors. A 4 unit, 20 knot ship, she could only outrun the convoy ships -- but she is short and has twin rudders. Karl had armed her A turret with a 45 degree gun off the starboard bow and stern guns. Would these pluses outweigh the minus of slow (negative?) speed?

THE PRIME MINISTER'S COLUMN

Well mates this will be my last Prime Minister's column, thank you for the honor of electing me to this office. As you'll see further on in this issue a campaign battle was held in Decatur at the Spring Regionals and it was a success. Everybody seemed to enjoy the new type of battle and the rules got a test. For once a campaign battle had a winner as probably most will from now on. A large number of north east members attended and greatly added to the event. I hope we have as much fun at nats. Welcome to the great obsession to all new club members, a word to the old salts try to help a newcomer this year. Dick Hargrave's article in the magazine of U.S. Boat and Ship Modeler is really helping us in this area. Dick has done a great service for the hobby. So try to help any new people who might try to contact you. In closing I'd like to thank all of the Ministers this year for making this such an enjoyable cabinet to work with and be a part of. May the props stay with you.
Your Prime Minister

Dan

USS NORTH HAMPTON

This CH was piloted by John French a newcomer to the SE battling. He is an experienced eastern captain and the CH is well built. She experienced some operational problems during the weekend, but when she was right she was tough.

ROMANI

Beth Schultz was captaining the Italian CL usually piloted by her husband Rick. This ship has always been a problem to the British as it is small and fast. Beth is a rookie but she had a proven and effective ship to learn on. Its great to have Beth as a battler and rumor has it that Marty Hayes (her father) has refused to battle her.

USS PENSACOLA

Steve Andrews (Marty Hayes' other son-in-law) was a rookie captain who was piloting a CH hull originally built by Mike Deskin (at least he was there in spirit if not body). Steve is a veteran USAF jet engine mechanic, so these ship models should seem relatively simple (right?). The eastern club was strongly represented.

DKM THOR

Dan had refit a transport ship that he had gotten from Northwest battlers into an Axis convoy ship for Campaign battling. Glen Ito of Huntsville was to be the rookie captain for the World. Getting your baptism to fire while unable to shoot back is not a very good deal -- but Glen's German CH was not finished in time for the regionals.

CAMPAIGN BATTLE

Dan called a captains meeting to go quickly over all the Campaign rules (5 minute minimum convoy runs, 2 sinks/convoy ship for the Brits, 3 sinks/convoy ship for the World) and correct any frequency conflicts (Bob Amend and John Jass weren't listening). During ship testing Marty Hayes couldn't get the bugs out of the INFLEXIBLE and decided to use the venerable HMS WARSPITE throughout the battling on Saturday.

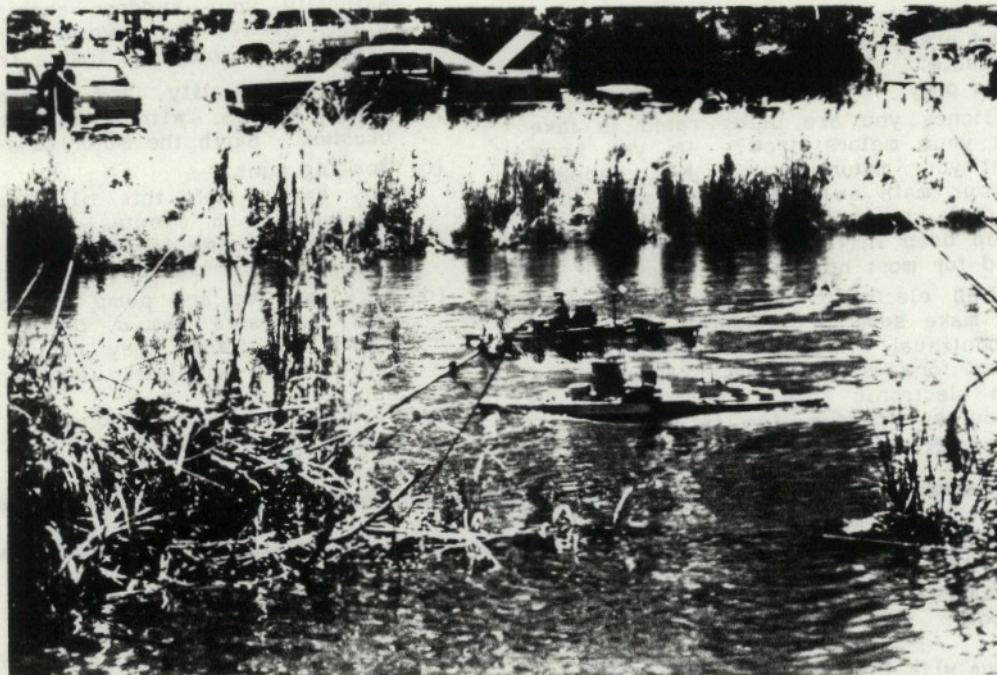
The battle began at 11:22 AM; on the water for the Brits were QUEEN ELIZABETH, VALIANT, BELFAST and WARSPITE. The World fleet fielded SOUTH DAKOTA and NORTH HAMPTON. This account will be condensed so that it doesn't run on to 6 or 7 pages. VALIANT and SOUTH DAKOTA initiate the action in the center of the pond. SOUTH DAKOTA

breaks off and bombards the shore target. BELFAST speeds to defend. Meanwhile, a British convoy (EMPIRE MAC ANDREW and ADORIAN) has launched at 11:22 and clears the buoy line at the east passageway at 11:26. VON der TANN and SOUTH DAKOTA rush to intercept the convoy while VALIANT and BELFAST defend. After a brief exchange the Brit convoy successfully docks at the Forward Base -- two loads through! Glen Ito has used the diversion to run the World convoy ship (THOR) through to their Forward Base. THOR was launched at 11:24 and docked at 11:29. THOR took some hits as did ADORIAN, but EMPIRE MAC ANDREW was unholed. After these first successful convoy runs, general battling occurred by the islands involving VALIANT, BELFAST, QUEEN ELIZABETH and VON der TANN, SOUTH DAKOTA and NORTH HAMPTON. BELFAST and QUEEN ELIZABETH isolate VON der TANN and concentrate on her. While the major ships are engaged EMPIRE MAC ANDREW and ADORIAN sail from the forward base at 11:35, hugging the west shoreline. SOUTH DAKOTA and VON der TANN race after the two convoy ships and separate the ADORIAN from the EMPIRE MAC ANDREW. ADORIAN flees to the east side of the pond (about 120' from our conning position) and is sunk by VON der TANN and SOUTH DAKOTA. This allows EMPIRE MAC ANDREW to escape to the Home Base. I have to enter the cold pond to rescue the ADORIAN from a water depth of about 5 feet. When I pick her up I notice that she had been seriously rammed; she had a hole about 3" X 1 1/2" on her port side below the waterline. Adam and I never realized she had been rammed, and never declared a ram -- so her sink would count. Even worse, her watertight box had failed and she was through battling for the day.



THOR puts into the water from the World Forward Base at 11:45 to attempt a return to her Home Base and is chased by VALIANT and BELFAST. VON der TANN and SOUTH DAKOTA form the escort for THOR. THOR is damaged, but safely returns to her Home Base -- these convoy ships are proving more difficult to hit than I imagined. Back at the Forward Bases, SOUTH CAROLINA and NORTH HAMPTON are fighting with WARSPITE. I put SWIFTSURE into the water at our Forward Base and play cruiser captain for a spell. SWIFTSURE engages SOUTH CAROLINA and NORTH HAMPTON joins the fray. At this point in the Campaign the clock on the video (that appears on the screen) conks out so all subsequent times are estimates on my part. SOUTH DAKOTA pounds the British shore target to destroy

some of the new supplies. At 12:00 THOR leaves her Home Base for convoy run #2. QUEEN ELIZABETH and VALIANT speed to attack her but SOUTH DAKOTA and NORTH HAMPTON defend. THOR succeeds in docking at her forward base at 12:05. BELFAST and WARSPITE have used the diversion to bombard the World shore target. BELFAST and QUEEN ELIZABETH are experiencing radio interference. At 12:10 THOR enters the pond from the Forward Base to attempt to return to her Home Base. VALIANT and BELFAST intercept and blast her; VON der TANN rushes to her aid but THOR is overwhelmed and sinks slowly at 12:10. As the bow of the THOR is almost under, VON der TANN gives her a parting ram. A new World strategy? Now Glen has to wade in the cold water to rescue the THOR. When she is raised Glen discovers that THOR's watertight box has leaked (shame on Dan, two for two) and she is out of the battle for the day. The World has no active convoy ships to bring up supplies.



At 12:19 the EMPIRE MAC ANDREW begins convoy run #2 for the Brits. During the long 5 minute run from the Home Base to the Forward Base the little CUE is escorted by BELFAST while NORTH HAMPTON and SOUTH DAKOTA attempt to sink her. EMPIRE MAC ANDREW is again successful and docks at 12:24 at her Forward Base. During her first two convoy runs, Dan has done the paperwork and created the cargo manifest (a point to remember). On this run EMPIRE MAC ANDREW was holed several times, but nothing serious. At this point in time, the video camera goes dead (poor Xcells?) and the really wild finish to this campaign is not recorded (did it all really happen?).

I'll just sum up what happens in the remainder of this wild and crazy battle. The 2 1/2 hour Campaign was to end at 1:52 PM. At about 1:00 the EMPIRE MAC ANDREW successfully returned to her Home Base. Two complete convoy runs finished. At 1:20 I launched the EMPIRE MAC ANDREW from her Home Base for her third convoy run to the Brit Forward Base. She was getting slower as her batteries were being used, but she docked at the Forward Base for another run with fresh supplies. However, we found that she had made the run empty!! Her manifest was blank -- shades of the Allies at 1987 Nats!! I assumed (that fateful word) Dan had prepared her manifest and he assumed that I had.

At about 1:40 SOUTH DAKOTA destroyed the last remaining British supply depot; Will asked for a 15 minute Campaign extension (per the rules). Dan

also invoked his right to extend another 15 minutes -- the new end time was then extended to 2:22 PM. Since the British had no supplies left at their Forward Base they would lose the battle at 2:10 (30 minutes with no supplies at the Forward Base) if the EMPIRE MAC ANDREW could not make one more successful convoy run. The plot was further thickened because the World Forward Base supplies were all destroyed at about 1:45 -- since they had no convoy ship to resupply their Forward Base, they would lose the Campaign at 2:15 (same 30 minute rule). So the fate of the empire rested on the tiny flightdeck of the EMPIRE MAC ANDREW; if she could get back to her Home Base and make her fourth successful convoy run, we would win. If not, we would lose.

EMPIRE MAC ANDREW was very slow on her return trip to her Home Base. VON der TANN was closely attacking and BELFAST was riding defensive shotgun. After a painful voyage home the CUE

docked at her Home Base. I changed her batteries, made up a manifest (you can't accuse me of stupidity) of bbs and troops, and placed her in the water at the Forward Base at about 2:04. That gave me only a grace period of one minute -- EMPIRE MAC ANDREW had to make the fourth (and last) convoy run in exactly her minimum time of 5 minutes or WE WOULD LOSE! Obviously all of the ships that could steam from both sides were on the water. It all couldn't have been set up better by a TV producer -- too bad the video was out. What a storybook finish. The CUE with fresh batteries actually steamed away from the SOUTH CAROLINA as the old BB attempted to intercept. In the ensuing melee the EMPIRE MAC ANDREW steamed through both fleets (it looked like Moses had parted the waters) and successfully delivered her fourth cargo load to the British Forward Base. The empire was saved -- I was the hero -- I had saved Malta and the day!! The English captains were elated and the World captains were depressed. Old Man Jass had finally come through -- maybe my real vocation is with a convoy ship without guns (careful about smart remarks, John Jass -- you will be cut out of the will).

Being shrewd, the World captains checked the EMPIRE MAC ANDREW manifest (ha, I had cared for that); Dan discovered, however, that I had neglected to bring up a Supply Dump. The bbs and the troops that the manifest covered are useless without a new Supply Dump!! WE HAD LOST -- BECAUSE OF MY TWO PAPERWORK ERRORS. What a turkey Old Man Jass turned out to be. The EMPIRE MAC

RELIABILITY

By: P. Futschik
30 Powell Street
SOUTH YARRA, VIC., 3141, Australia

It has often been said that reliability is "the unfair advantage". Certainly everyone would like their ship to be reliable.

How is it that some people's ships seem to operate so reliably as to be almost boring, whilst others' ships habitually become model targets?

Well, I can't speak for everyone, but things that I do to make my ship reliable include the following:

1. Think reliability as you build your ship:
 - (a) Are your propulsion motors big enough? Will they burn out with the extra load of some weed or string?
 - (b) Are your propellor shafts sturdy? Will they bend if you get rammed?
 - (c) Are your universals of a suitable design and size? If you are using some other coupling you are not reliable. Springs and plastic tubing are for allies only!
 - (d) Are the switches you are using rated to take the current your motors draw? Do you know what current your motors draw? What happens if one of your main switches burns out? Can you keep mobile on your auxiliary motors? Do you just stop dead in the water and try to set a new record for most holes in one sortie?
 - (e) If you use an electronic speed controller (I don't) then make sure it is oversize. I have read that continual changing of speed and changing from forward to reverse causes extra loads on an electronic speed controller, so if your total current consumption is normally 6 amps, your speed controller should be rated

at 15 to 20 amps and preferably be water cooled. If your ships' propellers get caught in a plastic bag or weed, the current consumption can easily rise to burn out a speed controller.

2. Think about what in your ship must be reliable. Now I think that, in order of decreasing importance (for axis captains) the vital systems in your ship are:

(a) Main drive and propulsion. This includes having fully charged batteries, and I recommend a sealed lead/cadmium battery that fizzes when its fully charged. If that battery is not fizzing, charge it some more (not too much!).

(b) Steering and control. This includes having charged receiver batteries or using a little electronic gizmo to change the voltage to 5 volt from your main drive batteries.

Every year it is probably a good idea to have your radio control unit professionally tuned.

Naturally your rudders should be constructed to be sturdy, with oversize rudder shafts and very strong mountings inside the ship.

Use good quality, low electrical interference output motors, with a capacitor across the brushes. Earth the motor case if necessary.

(c) Working guns.

Why have I left this till item c? Well, you can survive 5 minutes out on the water by escaping to some far corner of the lake without guns, but you can't without power or steering.

(d) Working pump and pump turn on. I guess this could be rated item c, but although pumps are really important, they can be less important if you have an agile, under control, 24 second ship.

Perhaps if I had a 26 or 28 second ship I would put pumps at item c.

Peter F.

ANDREW was a workhorse (4 successful convoy runs) captained by a fool.

But we all had fun with the Campaign battling and I'll never hear the end of my two goofups. A new legend to add to the traditions of R/C Combat. "Did you hear about the time in 1988 that Jass made four successful convoy runs with the first aircraft carrier -- and came up empty, TWICE?"

Some other incidents that should proceed into club legend resulted from this Campaign:

After the battle John Jass and Bob Amend found that they had been battling the QUEEN ELIZABETH and the BELFAST on the same frequency throughout the entire battle. Wonder why they experienced numerous radio glitches during the afternoon.

Rick Schultz almost had the ROMANI sink from under him because he couldn't get her pump started. Seems he forgot which channel the activator was on -- until Beth reminded him. (Why was Rick using Beth's ship anyway? Dan surely missed a protest on that one.)

How slow is the SOUTH CAROLINA? The 40 second EMPIRE MAC ANDREW pulled away from her during the last convoy run. (It is true that the SOUTH CAROLINA's batteries were low while the CUE's were fresh -- but still!)

CAMPAIGN: LESSONS LEARNED

From the post-battle comments all the participants thoroughly enjoyed the Campaign battling.

Some of the good aspects were:

1. The battle starts on time. If you're not ready -- you lose!

2. Each captain, no matter what experience level, can play an important role in this type of fighting.

3. The target configuration and size of the individual cups seem to be about the correct size. The cups were difficult but not impossible to destroy.

4. The 5 minute minimum time on the water for the convoy ships seems to be a good choice (as opposed to 10 minutes).

5. This battle which lasted 3 hours with the 2 extensions turned into a marathon battle where endurance was the critical factor -- just as planned.

Some of the bad aspects were:

1. The pit area should be on the same side of the pond as the forward bases.

2. When the Fleet Admiral is afloat battling, another battler must be assigned the ashore responsibility of supplies management and paperwork.

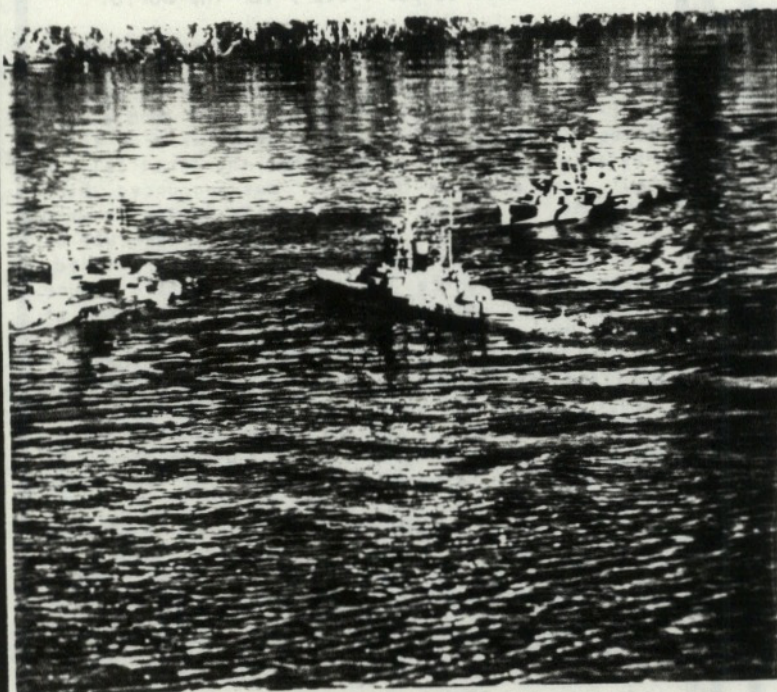
3. You must be thoroughly familiar with ALL the rules.

4. Because of wear on ship's batteries (especially cruisers) and captains, we

probably cannot schedule two Campaign battles in one day. We found that we were just too bushed to attempt another Campaign on Saturday.

FLEET BATTLE 1

After the Campaign was over we decided to conduct a one sortie fleet battle to round out the day's play. Everyone was just lounging around, making repairs on their ships, so I decided to assign sides as equally as I could in order to get us all started before the sun set. The sides were as follows: VALIANT, QUEEN ELIZABETH, SWIFTSURE and ROMANI (piloted by Rick) against SOUTH DAKOTA, WARSPITE, SOUTH CAROLINA, BELFAST, NORTH HAMPTON and PENSACOLA. These sides seemed to be "fair" as the big BBs were split and the CHs kind of balanced each other out (and Rick and Dan would fight on the same side for the first time ever). Because the fleets were so mixed I decided to identify all of "our" ships with a strip of white tape affixed to a prominent superstructure location. We all wrapped the boot of our stacks with the white tape.



The battle started at about 5 PM. I'm describing it with the help of the video tape (we located new batteries), so if I have missed parts of the battling that you were involved in, it's omitted from this article because it wasn't on the tape -- doesn't TV always seem to determine what is history and truth? The battle began with a general melee in the middle of the pond with all ships involved. SOUTH DAKOTA and QUEEN ELIZABETH mixed it up early as Bob and Will renewed an old rivalry. SWIFTSURE and WARSPITE exchanged blows -- establishing a new rivalry. VON der TANN joined SOUTH DAKOTA and QUEEN ELIZABETH was outgunned. Meanwhile, VALIANT was engaging SOUTH CAROLINA to see if speed and broadside guns can negate a small target and turning ability. Speed won as SOUTH CAROLINA was quickly sent to the bottom with 1790 damage points (12 below the waterline hits)! SOUTH CAROLINA turned turtle before she sank -- an unusual sight. BELFAST and PENSACOLA were working together in the northern pond area as John was teaching Steve the tricks of two CHs cooperating. WARSPITE and QUEEN ELIZABETH were dueling as the two English sister ships were enemies for at least this battle. VON der TANN was chased by BELFAST and PENSACOLA and bbs were exchanged. Suddenly, the PENSACOLA began listing and (the details were not clear on the tape) the next moment Steve was wading in the

water in front of the Forward Bases for a sunken ship. Two down from one fleet! As the battle was winding down, the SOUTH DAKOTA was maintaining a low profile as Will knew she was in trouble; she hadn't taken much damage (only 100 points when the scoring was done), but she wasn't pumping either. Will had transmitter problems, I think. When the SOUTH DAKOTA expired slowly into the water (before her 5 minutes expired) Will had experienced his first BB sink. Another case of a slightly damaged ship sunk due to pump problems. Three down and out! My "even" sides turned out to be one sided.

After damage was scored the totals for the winners were as follows: QUEEN ELIZABETH, 290 damage points; VALIANT, 510; ROMANI, 90; SWIFTSURE, 140. The defeated fleet suffered the following damage: SOUTH DAKOTA, 1000 points (sunk); SOUTH CAROLINA, 2490 (sunk); PENSACOLA, 1130 (sunk); WARSPITE, 360; BELFAST, 200. Surely a one-sided victory as the final score was 5180 to 1030.

SUNDAY BATTLING

On Sunday morning we decided to battle in fleet format because the only convoy ship left with dry radio gear was my CUE, EMPIRE MAC ANDREW. Karl's SOUTH CAROLINA was out of the Sunday battling for the same reason. We decided to battle in a format of British against the World. Sunday was a beautiful Alabama day with a cloudless sky, gentle breezes and the warming (burning as it turned out) sun to bake the last remaining winter chill from our northern bones. Bob Amend entertained us with a Will Montgomery incident that will probably attain legend status in the future. These two were rooming together during the weekend (a new odd couple?); in the middle of the night on Saturday, Will sat bolt upright in the bed and exclaimed, "Oh #**!, I sank!" He immediately layed back down and returned to his (un)pleasant dreaming of the SOUTH DAKOTA settling on the bottom of the calm, cool Alabama pond.

FLEET BATTLE 2

With the SOUTH CAROLINA out of the fray, we decided to add Marty Hayes and the WARSPITE to the World Fleet to balance the sides. The fleets were then QUEEN ELIZABETH, VALIANT, BELFAST and SWIFTSURE against SOUTH DAKOTA, WARSPITE, VON der TANN, NORTH HAMPTON, PENSACOLA and ROMANI. Six against four, but the English weren't complaining. We all agreed to battle in the pond area north of the buoys for sink safety reasons.

The battle began at 11:55 AM after the English ships had assembled for a fleet photo (Fluegel will never print it anyway). PENSACOLA was removed from the water with radio problems (Steve had them all weekend). SWIFTSURE got tangled up with SOUTH DAKOTA east of the islands; not too smart for a CH. SWIFTSURE escaped but VON der TANN picked up the chase and I led Rick through the channel west of the islands where BELFAST (who was lurking by the big beer can) banged some shots at the speeding VON der TANN. SOUTH DAKOTA and VALIANT duked it out in the island channels and VON der TANN mossed up trying to get involved. Out in the middle BELFAST and NORTH HAMPTON were circling and shooting. The QUEEN ELIZABETH was on the east side of the pond (away from the TV camera, of course) and got stuck in the shore weeds at 12:00 noon. VALIANT speeds to the fray and Dan gets in some bbs -- but SOUTH DAKOTA and VON der TANN join to defend and give VALIANT worse than she's giving. WARSPITE sticks her nose in to see what's happening and quickly the east shore is loaded with captains. BELFAST arrives and battles SOUTH DAKOTA as the QUEEN ELIZABETH frees herself and slinks away pumping furiously; she has taken 980 damage points from

FOR SALE: One slightly used all electric turning system. Axes customer only. Fully tested aboard U.S.S. South Carolina at S. E. Regionals and guaranteed waterproof to depths of 5 Ft. For information contact C.L. Shafer C.O. Counterintelligence.

SINCME news flash.

Greetings dear readers.

What does SINCME mean?

It means: Swedish International Naval Combat Model Enthusiasts.

That's right, SWEDISH. We are a few in Sweden who is trying to start a new disease in Sweden. I have been subscribing on the best Mag in the business, HULL BUSTERS, since 1986. We are now 9 members in various phases of madness. I, elected president of this rag tag gang now announce our firm conviction that this disease is best held at bay by strong supervision from an international organisation. Therefore we will apply for membership in the International R/C Warship Combat Club. We desperately needs some advice on how to get started. We mostly builds Axis ships, because we all want to win. But being an officer and a gentleman and also being president, I'm building an American BB (USS Alabama) to get some to shoot at (and be shot by).

Current roster is:

DKM Admiral Sheer	Anders Lundgren
USS Alabama	Anders Lundgren
IJN Nachi	Anders Johansson
USS Pensacola	Anders Nilsson
DKM Lützow	Anders Thorén
DKM Prinz Eugen	Håkan Rehnqvist
IJN Myoko	Roger Andersson
DKM Graf Spee	Johan Lindborg
USS Massachusetts	Peter Nilsson
IJN Haguro	Peter Nordström

Our Hero Admiral Fluegel asked me for an article from us.

Here it is.....

Anders Lundgren
Ribbingsväg 3
S-191 52 SOLLENTUNA
SWEDEN

Phone: (Sweden)/08/964209

"May the guns be with you"

the pounding. VALIANT and BELFAST engage the SOUTH DAKOTA to give Amend some breathing room. BELFAST breaks off and her pump is going strong. Meanwhile VON der TANN and SWIFTSURE are dueling around the islands and the beer can -- VON der TANN gets the best of it. VON der TANN rams the BELFAST and both ships come in for a check. Once back in the water the BELFAST's pump is way down in volume and John thinks he's in no trouble. Rick and Beth shout for World ships to harass the BELFAST because they're convinced she's sinking and John calmly sails on -- to a stern first sink. BELFAST slips below the surface at 12:09 PM with a chunk of balsa wood in the pump outlet. Another case of a pump not woking and causing a sink. The sortie peters out as VALIANT chases SOUTH DAKOTA who is on five but in no trouble.

Damage in Sortie 1 was distributed as follows: QUEEN ELIZABETH, 980 points; VALIANT, 160; BELFAST, 950 (sunk); SWIFTSURE, 100. The World fared better: SOUTH DAKOTA, 620; WARSPITE, 80; VON der TANN, 40; NORTH HAMPTON, 180; ROMANI, 60. A decisive 2190 to 980 victory for the World.

Since BELFAST was out of Sortie 2 and PENSACOLA was entering, we had to score points between sorties. Sortie 2 would pit 6 World ships against 3 British ships, but "no sweat -- the worm always turns in this hobby". As usual we didn't get restarted for a long time. When the first call to "put your ships in the water" was announced, Dan, Bob and I walked from the pits to the Forward Bases to launch our ships. Bob put an ice cube on the deck of the QUEEN ELIZABETH and stated, "it'll melt before we begin to battle." Sure enough, when we got started at 2:32 PM a pool of water was on the foredeck of the QUEEN ELIZABETH. Once again the battle started with a general dogfight in the middle of the pond. SWIFTSURE and ROMANI mixed it up, and SOUTH DAKOTA went after QUEEN ELIZABETH to test her pumps. NORTH HAMPTON went aground (or got tangled up with weeds) at 2:34 PM in almost the same spot as QUEEN ELIZABETH did in Sortie 1. What goes around, comes around. VALIANT and pumping QUEEN ELIZABETH speed to the site to return the favor. Soon it's SOUTH DAKOTA, VON der TANN, WARSPITE, QUEEN ELIZABETH and VALIANT all blasting each other on the east side of the pond (away from the TV, of course). SWIFTSURE is experiencing radio problems (due to low XCUR batteries I determined later) and she and ROMANI remain battling in the center and out of the shore fray. PENSACOLA gets involved with ROMANI and SWIFTSURE and there are two battles swirling (although the inshore fire fight around NORTH HAMPTON isn't swirling -- everyone there is just sitting and pounding). At 2:38 PM the QUEEN ELIZABETH and VALIANT leave the scene, content that they've punished the NORTH HAMPTON enough or convinced that they're now getting worse than they're giving. With SWIFTSURE and ROMANI on five the VALIANT and the WARSPITE tangled and QUEEN ELIZABETH and VON der TANN formed a battling pair. At 2:47 PM Marty declared "five minutes, out of control" on the WARSPITE, and VALIANT was able to help the British cause. Had the Brits inflicted enough damage on the NORTH HAMPTON to offset the BELFAST's sink? The BELFAST's damage and sink cost 950 points; an unsunk NORTH HAMPTON's damage was 1140 points -- more reason for a scuttle plug. But the Brits (especially the VALIANT) had taken alot of damage to get the 1140 NORTH HAMPTON points.

Sortie 2 damage to the Brits was: QUEEN ELIZABETH, 290; VALIANT, 940; SWIFTSURE, 60. The World was pounded much harder: SOUTH DAKOTA, 390; WARSPITE, 330; VON der TANN, 90; PENSACOLA, 20; NORTH HAMPTON, 1140; ROMANI, 130. The English won this sortie 2180 to 1290, but the closing spurt wasn't enough as the World won a 3480 to 3080 victory for the battle.

FLEET BATTLE 3

The lineup for the last fleet battle (agreed to be a one sortie affair due to time constraints) was the same as for Fleet Battle 2 with the exception that Rick took over command of the ROMANI and left the VON der TANN on the beach. So it would be QUEEN ELIZABETH, VALIANT, BELFAST and SWIFTSURE against SOUTH DAKOTA, WARSPITE, PENSACOLA, NORTH HAMPTON and ROMANI. Fleet Battle 3 started at 5:12 PM. BELFAST and SOUTH DAKOTA renewed their battling on the east side of the pond while VALIANT and WARSPITE played war by the island. SWIFTSURE joined VALIANT to make it an all English affair and promptly rammed WARSPITE. Both ships came in for inspection and VALIANT went hunting for another playmate. No ram damage and SWIFTSURE and WARSPITE reentered. VALIANT went to aid BELFAST who was dancing with SOUTH DAKOTA and Dan rammed Will. One way to stop a big bully from picking on one's smaller sibling. At 5:19 PM ROMANI went on five minutes. After reentering, SOUTH DAKOTA and VALIANT continue their conversation in the channel by the islands. BELFAST chases PENSACOLA and NORTH HAMPTON (another all Allied affair). BELFAST does some serious damage to NORTH HAMPTON but John (French) skillfully avoids the attempts of John (Jass) to drive the nail into the NORTH HAMPTON coffin. Somewhere in this sortie NORTH HAMPTON picks up a 200 ram damage penalty, but I can't find it on the video. During this battle QUEEN ELIZABETH is having gun problems, and only Amend knew how many guns she really had. The battle grinds to an end as WARSPITE and VALIANT spar in the middle of the pond. From appearances the battle seemed close with an average amount of battle damage.

The damage was distributed as follows for the British: QUEEN ELIZABETH, 480 points; VALIANT, 740; BELFAST, 370; SWIFTSURE, 160. The World fleet suffered damage as follows: SOUTH DAKOTA, 320; WARSPITE, 310; ROMANI, 0; PENSACOLA, 240; NORTH HAMPTON, 140 (plus -200 for a ram). The World won this last fleet battle 1540 to 1008.

AWARDS

The final point totals (Fleet Battles and Campaign totals) for all the involved ships are as follows:

Bob Amend	3261 points
Dan Hamilton	3261
Tom Jass	2325
Will Montgomery	2294
Rick Schultz	2109
Marty Hayes	1997
John French	1077
John Jass	821
Beth Schultz	787
Karl Shafer	68
Glen Ito	8

Obviously it paid to be on the winning side in Fleet Battle 1 when 3 of 5 ships on the losing side were sunk. Bob, Dan and I gathered 1576, 1576 and 1126 points respectively from this one battle.

The awards were given out by Dan to

Overall Champ	Bob Amend HMS QUEEN ELIZABETH
Highpoint BB	Dan Hamilton HMS VALIANT
Highpoint CH	Tom Jass HMS SWIFTSURE
Best of Scale	Karl Shafer USS SOUTH CAROLINA
Effective Supply Ship	Tom Jass EMPIRE MAC ANDREW

The British battlers lost most of the fighting, but walked away with the majority of the prizes.

THANK YOU'S

The Regionals were once again a huge success -- thanks primarily to our Decatur hosts Dan and Mary Hamilton. Their selection of a new pond at the last minute was handled superbly and the site was excellent (if difficult to locate). Dan's use of the Campaign format was wise and the experience we gained will be put to good use at 1988 Nats. Thanks also to all the battlers who drove from the east and the midwest to make the 1988 Spring SE Regionals a complete success. Spring doesn't seem to start officially in our home until after our trip to Decatur in the spring.

AFFLICTED
By Afluegel

It's a lucky man who has a battler within a local phone call distance. Hopefully one of these wonderful people are in your neighborhood, if not, these are the zip codes to move to.

The addresses with "*" by them have written

1	Lubas, Paul	6 Overlook St. Apt. 6	1	Whitenville, MA	01588 *
2	Jones Allan	247 Russell Street	2	Everett, MA	02149 *
3	Hidy, John T.	172 Aspetuck Village	3	New Milford, CT	06776 *
4	Wedvick, Dwyer	10 Bay Street	4	Westport, CT	06880
5	Waldron, Thomas	59 Falcon Road	5	Livingston, NJ	07039 *
6	Lane, Thomas	Rd#5 Box 430 E. Lovell St	6	Mahopac, NY	10541
7	Rush, Dan	653 Pine Lane	7	Clairton, PA	15025 *
8	Amend, Bob	812 W. Popular Street	8	York, PA	17404
9	Hayes, Dan	7936 Cross Creek Drive	9	Glen Burnie, MD	21061
10	Montgomery, Will	110 Thomas Road	10	Glen Burnie, MD	21061
11	French, John	123 Franklin Road	11	Annapolis, MD	21401
12	Hayes, Martin A.	1113 crestview Drive	12	Annapolis, MD	21401
13	Schultz, Dan	1106 Skyway	13	Annapolis, MD	21401
14	Schultz, Rick & Beth	Rte. 2 Box 263K	14	Queenstown, MD	21658
15	Hunt, Ronny	2611 Stratford Dr.	15	Greensboro, NC	27408 *
16	Darby, Tom	P.O. Box 2903	16	Shallotte, NC	28459
17	Forstner, James R., M.D.	250 East 11th	17	Southport, NC	28461 *
18	Trawick, Robert	1823 Smith Dr.	18	Titus, FL	32780 *
19	Friend, Buddy	5715 Estancia Drive #1097	19	Orlando, FL	32822
20	Passaur, Richard	11526 Monette Road	20	Riverview, FL	33569 *

me concerning an article in "U.S. Boat & Ship Modeler" Spring 1988. These people want information about our hobby. It is your job to go spend a weekend at their house, bring your wife and ships (remember there is a difference). I have sent them a Hull Busters and a 60 minute cassette, I would prefer to send you!

21	Hayden, Ken	938 Fay Avenue	21	Largo, FL	34641 *
22	Hamilton, Dan & Mary	Rt. #3 Box 558	22	Decatur, AL	35603
23	Ito; Glen K.	4107 Newson Road H-6	23	Huntsville, AL	35806
24	Rasmussen, Loy	P.O. Box 32	24	Leesburg, AL	35983
25	Chavin, Dan	P.O. Box 121552	25	Nashville, TN	37212 *
26	McElroy, Charles	533 Pawnee Way	26	Madison, MS	39110 *
27	Spychalski, Bob	3957 Clareridge	27	Toledo, OH	43623
28	Noble, Eric	32732 Briarwood Ct.	28	Avon Lake, OH	44012
29	Schriber, Brian G.	4050 Mogadore Road	29	Brimfield, OH	44240 *
30	Stinson, Ben	9448 West Field Road	30	Seville, OH	44273 *
31	Olivito, Dominick	74 Penny Road SW	31	Carrollton, OH	44615
32	Weilnau, Steven	12114 Arlington Road	32	Berlin Heights, OH	44814
33	Deskin, Mike	605 W. George Street	33	Arcanum, OH	45303
34	Deskin, Sherman (Fred)	605 W. George Street	34	Arcanum, OH	45304
35	Hoosen, Frank	724 Pearl Street	35	Miamisburg, OH	45342
36	Attaway, Steve	1319 Marsha Drive	36	Miamisburg, OH	45342 *
37	Gehrig, Robert	P.O. Box 13462	37	Ft. Wayne; IN	46869 *
38	Stone, Leon	414 W. Broadway	38	Princeton, OH	47670
39	Strabie, Bill	22532 Amherst	39	St. Clair Shores, MI	48081 *
40	Zarowny, Andrew	19422 Stotter	40	Detroit, MI	48234 *
41	Pearce, Chris	146 N. Hayes Road	41	Lapeer, MI	48446
42	Back Fence, The	P.O.Box 95/105 St.Joseph	42	Suttons Bay, MI	49682 *
43	Farrell, Robert	9797 Pineneedle	43	Williamsburg, MI	49690
44	Stevenson, Wayne	6134 Twinoak Drive	44	Greendale, WI	53129
45	Gennaro, Chris	1458 N Cleveland Ave#319N	45	St. Paul, MN	55113
46	Dahl; Larry	1486 Oakdale Ave.	46	West St. PAUL. MN	55118
47	Barrett, Curly	2816 Silverlane #106	47	St. Anthony, MN	55421
48	Gust, Brad	3304 Xylon Avenue So.	48	St. Louis Park, MN	55426 *
49	Smith, Steve	8850 Goodrich Ave S#103	49	Bloomington, MN	55437
50	Joslin; Neil A.	1503 Jenkinson Ct.	50	Waukegan, IL	60085
51	Jass, Tom & John	312 Circle Ave.	51	Lombard, IL	60148
52	Smith, Cyrus	5939 N. Drake Ave.	52	Chicago, IL	60659 *
53	Scheaffer, Carl	5708 E 139th Terrace #3B	53	Grandview, MO	64030
54	Morgan, Thomas E.	301 N. Elmwood	54	Kansas City, MO	64123 *
55	Peabody, Boone	Rt.3 Box 532	55	Cabool, MO	65689 *
56	Knoeppel, W.L.	1615 E. 7th	56	Emporia, KS	66801 *
57	Perrine, John E.	2719 N 45th Street	57	Omaha, NE	68104 *
58	Koehn, Wade	5137 Painters	58	New Orleans, LA	70122
59	Kidd, John	P.O. Box 1121	59	Mandeville; LA	70448
60	Bene, Scott	P.O. Box 7136	60	Moore, OK	73153
61	Anderson, Jim	403 E. 4th Street	61	Claremont, OK	74017
62	Waller; Randy	7124 E. Woodrow	62	Tulsa, OK	74115
63	Arend, John R.	1887 E 71st	63	Tulsa, OK	74136
64	Wells, Mike	12790 Merit Drive Suite 8	64	Dallas, TX	75251 *
65	Parisot, Paul	1615 Trailridge	65	Arlington, TX	76012
66	Desordi, Eric	2621 Tanglewood	66	Grapevine, TX	76051 *
67	Bassett, Mike	65# Mocking Bird Hill	67	Burleson, TX	76078 *
68	Harrison, Tom	P.O.Box 36564	68	Fort Worth, TX	76136
69	Byrd, Forrest	6101 Birchill	69	Fort Worth, TX	76148 *
70	Rose, Robert	2035 Somerset	70	Beaumont, TX	77707
71	Roberts, Gerald	7425 Piper	71	Corpus Christi, TX	78413
72	Pate, Jim	Harper Rt. Box 21	72	Fredericksburg, TX	78624
73	Schneider, Martin	1710 S. Taylor Street	73	Amarillo, TX	79105
74	West, James	1255 Iris	74	Amarillo, TX	79107
75	Poindexter, Jeff	8106 Coronado	75	Amarillo, TX	79110
76	Watkins, Stan	7700 Lamount	76	Amarillo, TX	79110
77	Haynes, Dirty Dave	1141 Santos	77	Abilene, TX	79605
78	Ackert, Forrest M.	3020 E. Bijou #4C	78	Colorado Springs, CO	80909 *
79	Hickman, James K.	1415 Hawthorne, #901	79	Moscow, ID	83843 *
80	Gibbons, R.E.	1391 East 8685 South	80	Sandy, UT	84092
81	Southworth, Kent L.	1001 E. 5750 So.	81	Salt Lake City, UT	84121 *
82	Root, Jon Paul	954 S. Post Road	82	Benson, AZ	85602 *
83	Hansborough, L.D.	127 Rover Blvd.	83	Los Alamos, NM	87544 *
84	Hargrave, Dick	7012 Claire Ave.	84	Reseda, CA	91335
85	Salini, Joe	P.O. Box 643	85	San Juan Capistrano, CA	92693
86	Codes, The	6073 Sunrise Drive	86	Lower Lake, CA	95457
87	Dees, Dan	11084 SW 81st	87	Tigard, OR	97223
88	Darby, Terry	P.O.Box 1064	88	Cave Junction, OR	97523
89	Adams, Ross	P.O. Box 365	89	Sumas, WA	98295
90	Fleming, Paul	7617 67th Ave. NW.	90	Gig Harbor, WA	98335
91	Nordstrom, Peter	Hamngatan 8 S-582 26	91	Linkoping, Sweden	
92	Johansson, Anders	Flintlasvagen 4 S-191 54	92	Sollentuna, Sweden	
93	Thoren, Anders	Mesanvagen 39 S-890 33	93	Bonassund, Sweden	
94	Lindborg, Johan	NotvAckvagen 6 S-296 00	94	Ahus, Sweden	
95	Anderson, Roger	Bjorkasen S-610 41	95	Ringarum, Sweden	
96	Nilsson, Anders	Ribbinngsvag 3 S-19151	96	Sollentuna, Sweden	
97	Rehnqvist, Hakan	Munstycksvagen 10 S-12357	97	Farsta, Sweden	
98	Lundren, Anders	Ribbinngsvage #S-19152	98	Sollentuna, Sweden	
99	Futschik, Peter	30 Powell South Yarra3141	99	Melbourne, Australia	
100	Nilsson, Peter	Faltvagen 14 S-291 35	100	Kristiansstad, Sweden	
101	Comeau, Mark R.	R.R. #1, Box 2	101	Saulnierville, N.S. Canada	BOW2Z *
102	Corbeil, Pierre	513, 16 Rue St -Antoine	102	Quebec, Canada	J7Z3E *
103	Kirkland, Ray #602	145 Sandy Ct. Saskatoon	103	Sask., Canada	S6K6P *

! COMBAT CALENDAR 1988 !

By Fluegel/Watkins

First Annual TEXAS TRIPLE CROWN Schedule (non-sanctioned battles):

1. April 9-10, 1988 Dallas, Cottonwood Park Lake. Call Fluegel 1-214-681-9471 for directions.
2. May 21-22 Abilene Contact Dirty Dave Haynes 1-915-673-5130.
3. June 11-13 Amarillo, Thompson Park Lake (Site of the 88 Nationals). Contact Stan

These regionals are open to any combatant who can participate. A \$3.00 entry fee will be charged to enable the purchase of a "Traveling Trophy" and a medal to be awarded. The "National Texas Triple Crown Champion" will be determined by totaling the points of all Texas combatants (in these three regional events) and determining the high point individual. The points will be awarded for fleet battle and ship-to-ship challenge events. For ship-to-ship challenge points, only the first ship-to-ship battle of each battling pair will be counted. This is to increase the number of different battling "pairs".

May (Tentative 1st or 2nd weekend) Decatur, Alabama Spring Regionals, Contact Dan or Mary Hamilton 1-205-355-1563.

July 11-15, 1988, The NATIONALS OF R/C WARSHIP COMBAT. Amarillo, TX, Thompson Park Lake. You May contact Stan Watkins 1-806-353-6007 for instructions on how to get to the lake.

August 5-7, 1988, Mark your Clendar and set sail for Chicago. This date will be the first annual "Old Man Jass Invitational". This center-of-America combat will be the best summer regionals ever. A quick thirty minutes out of the "windy city", Tom "Old Man" Jass can be reached at 1-(312) 620-5835 for details.

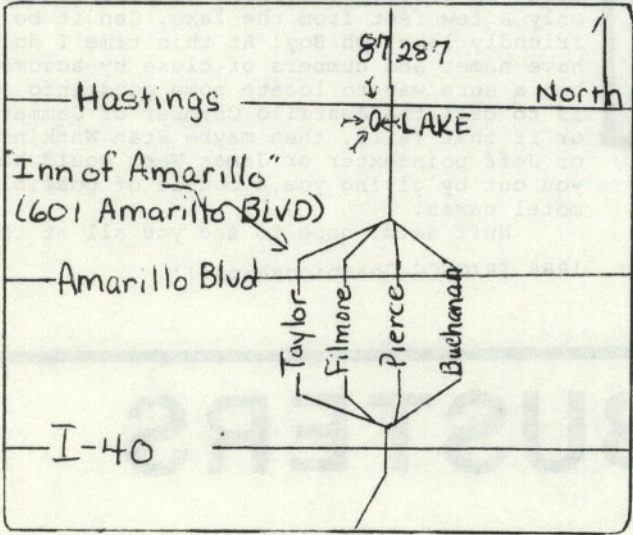
October (Tentative), 1988 Decatur, Alabama Fall Regionals, Contact Dan or Mary (1-205-355-1563)

December 26-30, 1988 7th Annual Dallas Winter Micro-Nats (Build/Battle (weather permitting)/Bull Session (always)). Contact Grand Admiral (of Bull) Fluegel 1-214-681-9471)

Ghost Squadron 88, We get together every other Sunday. If you would like to come visit sometime call Jim Anderson/403 E. 4th Street/Clairemore, OK 74017 phone home(918) 341-8769 work (918) 266-6333. Specific dates through September are June 5,19; July 3,17,31; Aug. 14,28 Sept. 11,25.

LOOSE ENDS

By Fluegel



After our battle in Abilene I am reminded of the wind in Amarillo. Keep your C.G. low and your decks on tight.

Concerning my article in the Feb 88 issue about Lexan. New Data: The phone number 214-233-0671 will work for getting some lexan sent to you. I would imagine \$7.00 per sheet (I changed my mind, get clear...?) and \$5.00 postage and handling. At the April battle I found that Lexan "crystallizes" when painted with a latex paint (i.e. Dope). It's still hard, but it gets some large ragged holes in it! In contrast, James West's Lutzow, also constructed of Lexan, was undamaged. He had painted his with enamel (Testers). The Lexan dealer told the Lide's "Don't use lacquer, or it will crystallize, Do you have to paint it at all?" Well dealer, yes. At the May battle I got about 5 more holes, and James got two. Moral to the story, don't paint Lexan with Dope, use enamel. Updates will follow in future issues. Another development in Lexan is happening in the Lide's kitchen. They are vacu-forming it. I will update you on that also, as it's virtue

will be determined (under the gun) at the Amarillo battle June 11th.

Two days ago I received a tape from Carl saying that he had 2 more pumps and then he would be out for several months. Thanks for the up-date Carl! Make some more pumps and let us know when we can order them. Thanks! By the way, they cost \$16.00 with postage.

One last item. We have several new readers of Hull Busters due to the article published in "U.S. Boat and Ship Modeler" Spring 1988. You victims are surely welcome aboard. I told you that Stan's gun cost \$50.00, make that \$55.00, Stan said that would cover postage as well as the gun.

Finally, Dick Hargrave will have another article published in the summer (July) issue of "U.S. Boat and Ship Modeler" so be watching for your copy.

Wow, I love to say this: See ya at NATS!
Love Chancellor Fluegel

P.S. Authors that have graciously volunteered to be our combat authors are as follows: Tom Jass-Monday, Dan Dees-Tuesday, Peter Futschik-Wednesday, Dave Haynes-Thursday, and Wade Koehn-Friday. I believe Marty Hayes and Stan Watkins also agreed to help if asked to. Gosh, we appreciate such unselfish Commanders. P.S.S. Reread the convoy rules.

THE FORM

I am subscribing and have enclosed \$ ____.
I have a new address.
I haven't received my ____ issue of Hull Busters. To Subscribe send this form with your money. to Herr Fluegel/3524 Gray Drive/Mesquite, Texas 75150. Your phone number with area code is _____. Advertising rates are \$2.00 per 8 lines. All articles should be singled spaced and 4 3/4 inches wide. Please start your article with a title and a "By line". Rates are \$6 in Feb, \$5 in Apr, \$4 in Jun, \$3 in Aug, \$2 in Oct and \$1 in Dec. All Foreign rates are doubled. Do not subscribe for 1989 Issues.

OBSERVATIONS OF THE FOUNDING FATHER
 By Stan Watkins

Greetings Combatants!

The Dallas and Abilene Regionals have come and gone. The Texas Triple Crown winner is nearly decided. In Dallas "Der Father" joined the Duesche Kriegsmarine against the Japanese fleet. The ex-Schneider boat Scheer was voted "Most feared German". Fluegel will never live that down as long as I live. Okay Curley send me the "Axis Anchor". You wouldn't want the best German in Texas to go without the new Axis Newsletter. After making my point on the German Fleet, the new Oklahoma City plastic Cleveland class Cruiser made it's debut in Abilene. In snake infested waters, she sank 3 times. Actually she wasn't too bad. She was slow but managed to put her share of holes in the Nippon Men of War. She will be my ship at the Amarillo Nationals.

Speaking of the Amarillo Nationals, Fluegel wanted me to caution those of you who plan to attend, that it is a windy year in Amarillo. You should be sure that your ship is ready for the heavy seas. For ships with low freeboard the deck seals had better be good or the waves will sink you. Fluegel also wanted me to tell you that the name of the recommended motel in Amarillo is the Inn of Amarillo, 601 Amarillo Blvd W. The phone number is (806)-376-4211. Well that's it for now. I think that Dirty Dave will have a "Nats to Ya" in this issue. For a nationals entry blank and information pack write to me or Dirty depending on what his article says.

Let's Battle in Amarillo

Stan Watkins *Stan Watkins*
 7700 Lamount
 Amarillo, TX 79110

Nats To You

by David Haynes

Greetings all, from your new contest director. This may be a surprise to those of you who did not read the April issue of this fine publication. Misfortune has befallen

James, so the exec board asked me to step in and fill the position. So, what follows is a little bit of this and that concerning the upcoming event which always proves that the Axis are always tough to beat!

First, all ships not flying a beautiful Axis type flag will be tested on sight for any and all deviations from the rules! Just kidding guys. Seriously though, Please be sure the ship(s) you bring to the event conform to the rules of the club. Read the rules, construction and battling, to be sure you will not be surprised by the small print. Test and retest your ship to be certain it is within its allowable speed. This may save you anxious moments before the actual combat begins as you are still trying to slow the ship enough to be legal! Again, be aware of the rules as you go about building and testing the ship you will use at the Nats.

Enough technical, now a little monetary note. To participate in the glorious event you must be a member of both the IR/CWCC and NAMBA. To join our combat club send \$10.00 of your hard earned money to ; Dan Dees
 11084 S.W. 81st
 Tigard, Or.
 97223

To join NAMBA, the best way to go is to join the combat club closest to you so that you can save a little money. The entry fees are \$25.00 per person and \$20.00 for additional family members. It is very important that membership with these two organizations be obtained, as the Nats is a sanctioned event and membership IS REQUIRED to be able to battle!

The location in Amarillo is, I am told, an easily accessible and the drydock is only a few feet from the lake. Can it be a user friendly lake? Oh Boy! At this time I do not have names and numbers of close by accomodations but a sure way to locate some good info on this is to call the Amarillo Chamber of Commerce, or if that fails, then maybe Stan Watkins or Jeff poindexter or James West could help you out by giving you a couple of possible motel names.

Nuff said, hope to see you all at the 1988 IR/CWCC Championships!!!

HULL BUSTERS

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